

# CITY OF ANAHEIM GENERAL PLAN





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# CITY OF ANAHEIM GENERAL PLAN

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*Anaheim General Plan adopted by City Council on July 3, 1984.*



# CITY COUNCIL

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Photos, left to right: Councilman E. Llewellyn Overholt, Jr., Councilman Ben Bay, Mayor Don Roth, Councilwoman Mariam Kaywood, Mayor Pro Tem Irving Pickler.

# PLANNING COMMISSION

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# INTRODUCTION 1

To plan is to prepare for the future. The future to most Southern California communities means growth, sometimes spectacular growth, which is usually welcomed and encouraged. The word growth brings to mind more people, expanded commercial and industrial enterprise, and a greater opportunity to provide residents with a better way of life. However, growth is accompanied by a need for additional public facilities including schools, streets, sewer lines, water lines, parks, libraries, police facilities and fire protection.

The initial step in preparing the Anaheim General Plan was to determine the long-range goals and objectives of the community. This entailed a determination of what standards should serve as guidelines for the future development and redevelopment of the City, what types of land use are appropriate and how much land should be allocated to each type of use.

Once land use determinations are made and documented on the General Plan, the Plan can serve as a tool and frame of reference for use by City officials and citizens alike. This tool aids public agencies in determining the amount and location of public facilities that will ultimately be necessary to adequately serve anticipated growth and development.

The Anaheim General Plan is not a precise plan and does not show, nor intend to show, the exact land use pattern which will in fact occur. Instead, it indicates the general location of land uses and the interrelationships of various land use patterns as shown on the General Plan Land Use Map. The Plan constitutes an expression of current City objectives, principles, standards, proposals and policies and provides a basis from which decisions relating to specific land use proposals can be made.

The General Plan will require periodic review and analysis. Development proposals which represent major changes to existing policies can be analyzed for their impact upon existing community development and facilities. The cumulative effect of a series of smaller changes can also be gauged and facilities upgraded when called for by City standards. The results of these appraisals are



1887



1920's



1950's



1984

then reported to the Planning Commission and City Council. The Plan should be amended when necessary to keep it current with the major overall growth and development policies of the community.

Implementation of the Plan is primarily accomplished through the application of zoning and subdivision ordinances, site development standards, and engineering requirements. In the future, increased emphasis will be given to site planning studies which explore alternative means of solving specific area development problems.

#### The Planning Function:

The City Charter provides for the appointment of a Planning Commission and other appropriate advisory boards or commissions. The Anaheim Planning Commission consists of seven appointed members who have the following powers:

- To recommend to the City Council, after a public hearing, the adoption, amendment or repeal of a General Plan, or any part thereof, for guidance in the physical development of the City; and,
- To exercise such functions with respect to land subdivisions, zoning, building, land use, and related matters as provided for in the City Charter and Ordinances.

The Planning Department was reorganized in 1980 to interrelate and coordinate the activities of planning, zoning, building and business licensing. The principle responsibilities of this Department are: 1) to effectively coordinate all activities relating to development from the planning stage to the completion of construction; 2) to provide technical staff assistance to citizens, developers, the City Council, the Planning Commission, and other City departments; and, 3) to collect fees and taxes derived from various permits and licenses in accordance with City ordinances and policies.

The Planning and Zoning Divisions' duties include:

- Plans for the immediate and long-range growth and development of the City;
- Research and special studies relating to the preparation of the General Plan, precise plans and zoning ordinances; and,
- The administration and enforcement of the City zoning code and related ordinances.

The Building Division's duties include all aspects of administering and enforcing City building codes, other related City ordinances, and County Health Department requirements.

The Business License Division's duties include the collection of taxes and fees derived from business licenses, transient occupancy tax and various permits in accordance with City ordinances and policies.

#### Background:

From the original mile-square townsite west of the Santa Ana River, Anaheim has grown so that its approximate 229,000 residents occupy more than forty-three square miles. The City now extends approximately six miles in a north-south direction, and nearly sixteen miles in an east-west direction into the Santa Ana Canyon. The location of the City is set forth on the Orange County Location Map on the following page. It is projected that ultimately the City will extend twenty-one miles to the County line.

Through the years, the community has exhibited a progressive attitude toward diversified growth and has adopted long-range goals and objectives to guide development. In 1963, the Anaheim General Plan was adopted. This document contains land use policies and proposals for a thirty-four square mile area located north and west of the Santa Ana River. Two years later, the Hill and Canyon General Plan was adopted for a thirteen square mile area located south of the Santa Ana River and east of the Newport Freeway.

## ORANGE COUNTY LOCATION MAP





By 1968, the community's land use policies had changed significantly since the adoption of the Anaheim General Plan in 1963. This factor, coupled with the need for one comprehensive document, led to the preparation of the 1969 Anaheim General Plan. This Plan was comprised of the following Elements: Land Use, Circulation, Open Space and Recreation.

Since the adoption of the 1969 General Plan, the following new Elements and major revisions have been adopted/amended by the City:

	Adopted	Amended
Land Use Element	1963	1969
Circulation Element	1963	1978
Open Space Element	1963	1977
Recreation Element*	1963	1969
Canyon Area General Plan	1965	1977
Housing Element	1973	1981
Conservation Element	1973	
Redevelopment Element*	1973	
Seismic Safety Element	1974	
Scenic Highways Element	1974	
Safety Element	1974	1977
Riding and Hiking Trails Element*	1976	
Noise Element	1979	

\*Optional Elements

The majority of land west of the Santa Ana River is developed for urban uses and land use patterns are firmly established. Future considerations regarding the development of remaining vacant and underdeveloped land consist of consolidation in a manner that will reduce conflicts between different types of uses. The basic land use policy has not changed since the adoption of the Canyon Area General Plan in 1977 for the eastern portion of the City as described therein ("Hill and Canyon Area"). Consequently, the Canyon Area General Plan is hereby incorporated into this updated document with only those certain revisions as specifically set forth herein.

#### Assumptions:

General Plan proposals are based upon certain assumptions about the future. The assumptions underlying this Plan are as follows:

- Orange County will continue to feel the pressure of rapid growth with 2,676,900 million residents expected by 2000\*\*. The Hill and Canyon Area, because of its location and character, will attract a large number of families interested in purchasing homes.
- Anaheim's role in the County's economy has assumed increasing importance. Anaheim will retain and enhance its position as a tourist, convention, recreation, office and industrial center.
- The eleven square mile unincorporated County territory located in the Hill and Canyon Area will ultimately be within the City's corporate limits.

#### Community Objectives and Policies:

The General Plan establishes objectives as goals desired to be obtained; whereas policies are measurable items where attainment of concrete short-term implementation can be evaluated.

The Anaheim General Plan is based upon the following community-wide objectives:

- Maintain and enhance the residential environment of Anaheim's living areas.
- Maintain and enhance Anaheim as a regional, cultural and employment center by diversifying and enhancing the economic base of the community.
- Maintain and encourage Anaheim's position as a nationally recognized tourist, convention and recreation center.
- Provide all working, living and recreation areas with a full range of community facilities and services.

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### The Planning Area:

The Anaheim General Plan contains land use proposals for a fifty-five square mile planning area generally bounded by: Holder Street on the west; the Riverside Freeway and Orangethorpe Avenue on the north; County line (Orange/Riverside) on the east; and Chapman Avenue, the Santa Ana River, and the ridge-line formed by the Santa Ana Mountains on the south. Current information pertaining to adjoining City and County areas has been included to show adopted policies, general trends, and land use relationships for areas bordering the City.

This planning area is divided into two separate geographic subareas and are referred to as Planning Areas A and B as shown on the Planning Areas A and B Map on the following page. They are separated because each subarea has distinctly different topographical and land use characteristics. Planning Area A is comprised primarily of the built-up urbanized area of the City west of the Santa Ana River; and Planning Area B is comprised of developed and undeveloped portions of the Hill and Canyon Area of Anaheim east of the intersection of the Riverside and Costa Mesa/Newport Freeways.

# Anaheim General Plan

## PLANNING AREAS A AND B



### LEGEND



AREA A



AREA B



# LAND USE ELEMENT 9

## Introduction:

The Land Use Element represents the City's intention for the physical development of its environment and the orderly and well-balanced distribution of land uses throughout the City. This physical development and land use distribution are influenced by the natural environment, social and economic factors and trends, existing land uses and circulation patterns, issues and opportunities.

In differing degrees, all of the elements of the General Plan will contain policies or proposals which relate to the Land Use Element. For example, the Land Use and Circulation Elements are almost inseparably related. Therefore, all other elements not only relate, but support the nature, intent and development of the Land Use Element.

## Authority:

Government Code Section 65302(a) requires a Land Use Element of all City and County General Plans as follows:

"Government Code Section 65302(a): A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of the land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."

## Organization:

The Land Use Element will proceed with the discussions of residential, commercial, and industrial land uses, followed by a discussion on community



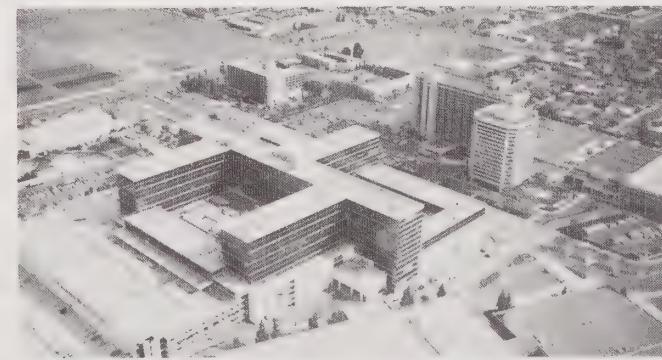
Residential Development



Commercial Development



Industrial Development



Commercial Recreation Development

services and facilities including education and infrastructure. As required under the above referenced Section 65302(a), discussions relative to areas subject to flooding, open space areas, agriculture, natural resources, recreation and enjoyment of scenic beauty are included in the section entitled Environmental Resource and Management under the Elements of Conservation, Open Space, Recreation and Riding and Hiking Trails. Scenic beauty is also discussed under the Scenic Highways Element.

The Land Use Element includes the General Plan Land Use Map which is hereby adopted and incorporated into this General Plan.

#### Planning Area A

Planning Area A encompasses thirty-four square miles generally located north and west of the Santa Ana River. Most of this area is presently within the Anaheim corporate limits. However, the Plan contains land use proposals for:

- The County peninsula between Gilbert and Brookhurst Streets; and,
- Unincorporated areas immediately west of the Santa Ana River.

Most of the urban development within the corporate limits of Anaheim is located in this Planning Area. Approximately seventy-two percent of the land area is presently developed for urban uses.\* Major factors which have contributed to rapid growth and development are:

- Progressive community policies;
- Location within, and excellent access to, the entire Southern California region; and,
- Relatively level topography that consists of an alluvial fan formed by the Santa Ana River watershed which has a fall of fifteen to twenty feet per mile.

Land use patterns have been firmly established. Alternative methods of developing the remaining vacant land will, therefore, be primarily limited to

completing present land use trends.

#### Planning Area B

Planning Area B is also known as the Hill and Canyon Area and encompasses approximately 14,400 acres generally bounded by the Newport Freeway/ Richfield Road to the west, Orangethorpe Avenue/ Esperanza Road and the Santa Ana River to the north, Orange-Riverside County line to the east, and the ridgeline to the south. This Plan includes areas as shown on the Unincorporated Areas Map on the following page which are not presently in the City limits, although may be at some future time. The entire area is within Anaheim's sphere-of-influence for potential incorporation into the City.

For Planning Area B, the Canyon Area General Plan adopted in 1977, and updated in 1981, has been incorporated in its entirety into this General Plan document by reference.

#### RESIDENTIAL AREAS

##### Present Status:

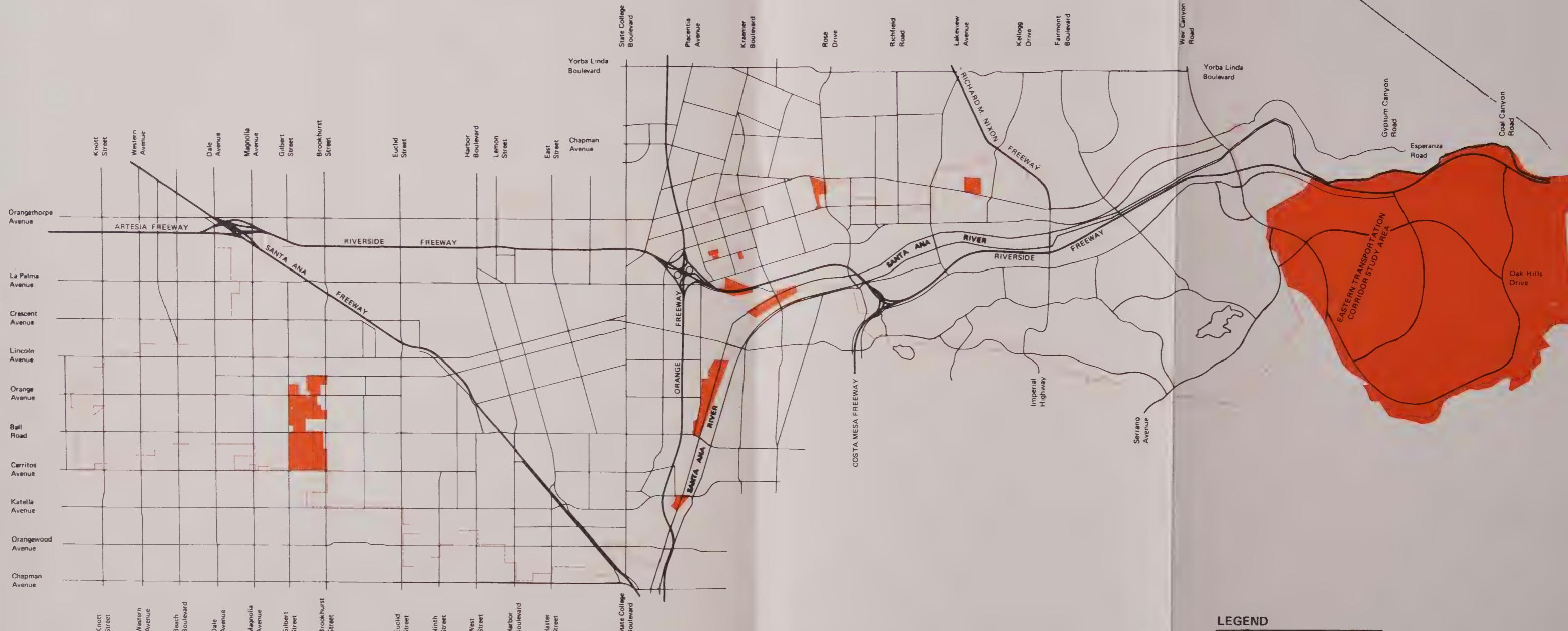
##### Planning Area A

The original townsite of Anaheim (founded in 1857) is located within Planning Area A. Although a few of the earlier structures remain, the vast majority of homes have been constructed since 1955 when Anaheim began to experience a period of dramatic growth and development. Today more than sixty-six percent of the City's total residential development is located within this Planning Area. Fortunately, this development has produced a wide variety of housing types in terms of design, size and price range. For the most part, subdivisions are well maintained, remodeling and additions are common and, with few exceptions, most homes have increased markedly in value since construction.

\* An urbanized area is defined as an area having a population density of more than five persons per acre or as an area used for commercial or industrial purposes, excluding agriculture.

## Anaheim General Plan

### UNINCORPORATED AREAS



#### LEGEND

UNINCORPORATED AREAS

ANAHEIM CITY LIMITS



Since 1959, the number of multiple-family units constructed annually has exceeded single-family development (with the exception of calendar years 1980 and 1981 where single-family development exceeded multiple-family development). The increase in multiple-family unit construction is related to three primary factors:

- Rising land values;
- Housing demand; and,
- The community's desire to accommodate this demand by recognizing the need to provide for a broader range and variety of housing for persons employed in local businesses and industries.

This trend can be expected to continue in that nearly one-hundred percent of the total acreage planned for low density single-family use is developed. Further, the recent trend is to develop higher intensity residential uses on properties which are underdeveloped and in areas of transition.

Further discussions relative to housing needs and programs can be found in the Housing Element.

#### Planning Area B

In August of 1974, the Anaheim City Council appointed a Canyon Area General Plan Task Force. This Task Force was composed of area residents, Anaheim City Officials, and local land owners and developers. Many hours were devoted to the creation of a viable and meaningful General Plan for the future of the Canyon Area. In the preparation of this Plan, the "Land Use Decision Model" Study prepared by the Planning Department provided major input to the Task Force on the cost and revenues, and the environmental impacts for the various alternatives reviewed.

The recommendations of the Task Force were evaluated at public hearings by the Anaheim City Council and Planning Commission. Upon conclusion of these hearings, the Canyon Area General Plan was officially adopted by the City Council on March 8, 1977.



Anaheim Shores Planned Community – Planning Area A



Anaheim Hills Planned Community – Planning Area B

The Hill and Canyon Area continues to be developed under the planned community concept. The planned community consists of a diversity of mixed residential land uses highlighted by the integration of residential uses into the topography of the planning area. Currently, Anaheim Hills and Bauer Ranch are being developed under the planned community concept.

Approximately 25 percent of Anaheim's existing residential development is located within this Planning Area. Development consists of typical single-family subdivisions, condominiums and large-lot residential estates, most of which have been constructed during the past 10 years.

#### Future Outlook:

#### Planning Area A

Since a large number of dwelling units within Planning Area A were constructed during the past 30-50 years, the problem of aging structures is evident in certain areas of the City, such as the "Downtown" area as defined in the Redevelopment Element. This problem can be expected to increase with time. The community recognizes the threat of further deterioration in older residential areas, and alternative methods of redevelopment and revitalization must be explored in the future. The methods to be utilized will include the following:

- The replacement of older single-family residences with multiple-family development.
- The assemblage of small vacant and underdeveloped parcels.
- Housing and neighborhood preservation
- Capital Improvement Programs
- Community Development Block Grant Program

However, major portions of the newer, established residential areas must be retained for their present use. The health and stability of the neighborhoods will be maintained by preventing the intrusion of non-compatible uses and implementation of codi-

fied housing standards which will be enforced if signs of deterioration and neglect become evident.

#### Planning Area B

Land Use considerations for this Area differ in one major respect from proposals made for Planning Area A — topography dictates that this area will remain somewhat isolated from the continuous urban sprawl that has developed in the relatively flat areas of Anaheim and Orange County.

Most of the future single-family residential development in the City will continue to be constructed in the Hill and Canyon Area. Indications point toward continued utilization of the planned community concept for the remaining undeveloped land in the City and sphere-of-influence. The undeveloped land consists primarily of major land holdings such as Wallace Ranch, Oak Hills Ranch, Irvine Company and Interpace properties.

We can expect to see the trend of density increase on major undeveloped land holdings as long as satisfactory balance is maintained between population and community facilities. Higher densities are feasible to the extent that such growth is physically, financially and environmentally appropriate.

#### Residential Densities and Distribution:

Density is the unit of measurement used to compare and describe the intensity of residential land use. Different categories of density constitute policy statements establishing the concept of development considered appropriate at various locations within the City.

The density that actually develops in a particular area or on a particular site will be limited by the zone classification within which the property is located and the site development standards that pertain to the particular zone.

## Planning Area A

Approximately thirty-eight percent of the total acreage within Planning Area A is designated for residential use. Three categories of residential density, Low, Low-Medium, and Medium, have been incorporated into the General Plan. The general location and distribution of such land use and density areas are as shown on the General Plan Land Use Map. Each of these categories is implemented by one or more zone classifications.

*Low Density* — This category is implemented by the RS-10,000 and RS-7200, Residential, Single-Family Zones. Typical development consists of single-family subdivisions having 7,200 to 10,000 square foot lots. The permitted density range is from zero up to six dwelling units per gross acre. Approximately sixty percent of the total acreage allocated for residential use in Planning Area A is included in this category.

*Low-Medium Density* — This category is implemented by the RS-5000; Residential, Single-Family Zone; RM-3000 and RM-2400, Residential, Multiple-Family Zones; or, standards governing mobilehome park development. The permitted density range is from zero up to 18 dwelling units per gross acre.

Typical development in this category includes small lot, single-family subdivisions, condominiums, townhouses, and apartment complexes. It is anticipated that the majority of the Low-Medium Density will be developed with multiple-family developments (i.e. condominiums, townhouses, and apartments). Approximately twelve percent of the total acreage allocated for residential use in Planning Area A is included in this category.

*Medium Density* — This category is typically implemented by the RM-1200, Residential, Multiple-Family Zone and standards governing mobilehome park development. The permitted density range is typically from zero up to 36 dwelling units per gross acre. However, in certain geographic areas such as the "Downtown" area or under certain conditions with adequate infrastructure and meeting certain specific conditions as identified in the



*Low Density Residential*



*Low Medium Density Residential*



*Medium Density Residential*



*Medium Density Residential under construction*

zoning ordinance, higher density residential land uses may be permitted. In such specific cases, the Medium Density land use designation could be implemented by one or more zones permitting higher densities which exceed the maximum of 36 dwelling units per gross acre.

Typical development in this category includes apartment complexes and, in some instances, high density condominium complexes.

Approximately twenty-eight percent of the total acreage allocated for residential use in Planning Area A is included in this category.

#### Planning Area B

Approximately 42 percent of the total acreage within Planning Area B is allocated for residential use. The Plan provides for four general categories of residential density which are Hillside Estate, Hillside Low, Hillside Low-Medium, and Hillside Medium. The general location and distribution of such land use and the density limitations for such areas are as shown on the General Plan Land Use Map. Each of these categories is implemented by one or more zone classifications.

*Hillside Estate Density* — This category is typically implemented by the RS-HS-43,000(SC) and the RS-HS-22,000(SC), Residential, Single-Family Hillside-Scenic Corridor Overlay Zones. Typical development consists of single-family residences having 22,000 to 43,000 square foot lots. The permitted density range is from zero up to 1.5 dwelling units per gross acre.

Approximately 43 percent of the total acreage allocated for residential use in Planning Area B is included in this category.

*Hillside Low Density* — This category is typically implemented by the RS-HS-10,000(SC), Residential, Single-Family Hillside-Scenic Corridor Overlay Zone; and, the RS-10,000(SC) and RS-7200(SC), Residential, Single-Family-Scenic Corridor Overlay Zones. Typical development consists of single-family subdivisions having 7,200 to 10,000 square foot lots. The permitted density range is from zero



*Hillside Estate Density Residential*



*Hillside Low Density Residential*



*Hillside Low Medium Density Residential*



*Under construction*

up to 5 dwelling units per gross acre.

Approximately 39 percent of the total acreage allocated for residential use in Planning Area B is included in this category.

*Hillside Low-Medium Density* — This category is typically implemented by the RS-5000(SC), Residential, Single-Family-Scenic Corridor Overlay Zone. Typical development consists of single-family residential subdivisions having a minimum size of 5,000 square foot lots. The permitted density range is from zero up to 6 dwelling units per gross acre.

Approximately 12 percent of the total acreage allocated for residential use in Planning Area B is included in this category.

*Hillside Medium Density* — This category is typically implemented by the RM-3000(SC), RM-2400(SC) and RM-1200(SC) Residential, Multiple-Family-Scenic Corridor Overlay Zones. Typical development consists of condominiums, townhouses, and apartments. The permitted density range is from zero up to 16 dwelling units per gross acre.

Approximately 6 percent of the total acreage allocated for residential use in Planning Area B is included in this category.

#### Population:

In this section, it is the intent to deal with patterns of growth rather than ultimate population in terms of numbers. The primary goal of the General Plan is to achieve a meaningful end in evaluating what land, environment and governmental framework can accommodate in terms of population patterns and urban land uses. This goal is accomplished by a City program of providing required public improvements in a manner that establishes public fiscal equity to all residents in Anaheim and avoids premature public expenditures.

#### Population (Citywide):

Population studies are essential to understanding

the number, composition, and spatial distribution of present and future residents of the community. These studies provide a basis for determining the types, locations, and quantities of community facilities such as schools, parks, libraries, streets, and utilities to be provided in accordance with standards adopted by the various public agencies responsible for maintaining adequate levels of service.

Five comprehensive censuses have been taken since the mid-1950's when Anaheim began to rapidly urbanize. A 1960, 1970, and 1980 decennial census was conducted by the United States Department of Commerce, Bureau of Census, and in 1966 and 1976, the Anaheim Special Census was conducted by the State Department of Finance at the City's request.

A brief summary of facts pertinent to population size and composition are listed below:

	1966	1970	1976	1980	1984
Incorporated Area (Square Miles)	31	34	39	42	43.5
Total Population	148,800	166,701	196,382	219,494	228,980
Average Population per Dwelling Unit					
Single-family	3.9	—	3.4	3.2	3.2
Multiple-family	2.4	—	2.1	2.1	2.1
Median Age	25	27	27	29	29*
Median Family Income	\$9,165	\$11,809	\$13,120	\$23,112	\$34,400*

\*Orange County Progress Report 1983-84 (County-wide Average)

It is difficult to estimate the effects regional and national population trends will have upon a relatively small area such as an individual city — especially a city that has undergone rapid growth. A number of methods are used to project population; however, the logistical curve technique is considered relatively reliable in instances where it is possible to predict future patterns and densities of development with a high degree of accuracy. The logistical curve method is based upon the assumption that future population growth will be limited by land availability to an estimated saturation figure and that the growth rate will decrease as

saturation is approached. Factors taken into consideration for projecting population growth were:

- That residentially planned areas are approaching saturation;
- That given a knowledge of densities common to different residential zones, residential construction rates, topography, existing land use policies, and areas of proposed change, it is possible to reasonably project anticipated growth; and,
- That the continued growth and development of Anaheim's industrial areas will result in a continued demand for housing.

Based upon the approach outlined above, it is estimated that a build-out population of 270,000 to 275,000 will occur beyond the year 2000 for the entire City.

The following figures reflect dwelling units and population for Planning Area B:

#### Planning Area B

	1977	1983	Projected
POPULATION	15,361	32,041*	65,000
DWELLING UNITS			
Hillside Estate Density	339	636	4,189
Hillside Low Density	2,831	4,499	9,710
Hillside Low-Medium Density	2,781	3,936	5,702
Hillside Medium Density	108	622	2,617
Total	6,059	9,693	22,218

\*1980 Census Information

#### Goals and Policies:

**Goal:** Provide for and maintain a safe, attractive, and desirable living environment for all residents of the community.

**Policies:** Encourage the development of a broad range and variety of single and multiple-family dwelling unit types which will complement existing land use and meet the housing needs of:

- families of varying sizes, incomes, and age groups; and
- persons expected to be employed in the community as a result of industrial and commercial growth.

Encourage the development of attractive residential areas through the application of appropriate site development standards.

Periodically review and update appropriate codes and policies to provide for continued quality development.

Exclude industrial and commercial uses from residential areas.

Design street systems in residential areas which discourage use by through or non-residential traffic and provide all residential areas and sites with adequate access to thoroughfares and transportation facilities, fire and police protection, public utilities, and other community services.

Require that future residential structures constructed adjacent to arterial highways be oriented away from the highway and screened through the use of visual and sound buffers.

The following goals and policies relate to the Hill and Canyon Area and have been developed to be flexible and yet reflect the desires of obtaining a contemporary living environment that reflects varying life styles for all persons of Anaheim and preserve the unique environment of the Hill and Canyon Area.

**Goal:** Provide an opportunity to obtain decent housing and a suitable living environment.

**Policies:** Cooperation between the public and private sectors will continue to be fostered to the end of providing quality housing at the lowest cost possible.

Cooperation and coordination will be fostered with the cities of Yorba Linda and Orange, the County of Orange, and the Orange and Placentia Unified School Districts to promote the most efficient provision and utilization of public and quasi-public services.

Innovative methods of providing financial assistance to low and moderate income households, and improved housing financing in general, will be considered and implemented.

A variety of dwelling types and densities will be provided for different family sizes and age groups that do not exclude any portion of society.

**Goal:** Encourage the maintenance of sound and viable residential neighborhoods and housing.

**Policies:** Open space and natural resources will be provided which encourage neighborhood identity and which provide recreation and leisure opportunities.

An environmental assessment will serve as a prime criterion for locating residential development.

Residential areas will be separated from incompatible zoning and land uses.

Street systems in residential areas will be designed to discourage through and non-residential traffic.

All residential units will have an interior noise level that is no greater than 45 CNEL; and, housing will be constructed only in areas where outside noise levels can be brought to 65 CNEL or less.

**Goal:** Encourage and maintain living areas which preserve the amenities of hillside living and which retain the overall low density, semi-rural, uncongested charac-

ter of the Hill and Canyon Area.

**Policies:** Grading will be kept to the absolute minimum, with developments following the natural contours of the land, and prohibited in steep slope areas.

Clustering and other innovative land use techniques will be encouraged in order to preserve the natural features, while preserving overall low densities.

Flexibility will be encouraged in order to avoid the typical stereotype block development as found in flat residential neighborhoods. Planned unit developments will be encouraged in order to consider densities and impacts for a broad area rather than on the traditional tract-by-tract basis.

Consolidation of planning activities of smaller property owners will be encouraged.

## COMMERCIAL AREAS

### Planning Area A

#### Present Status:

Most of the commercial development in the City of Anaheim is presently located within Planning Area A, and land use patterns are typical of many suburban communities in Southern California. Commercial development is located primarily along the more heavily traveled arterial highways and freeways and includes a variety of types of uses as well as development forms.

Current land use data indicates that nearly seven percent of the total developed acreage within this Planning Area is allocated for retail sales and commercial-professional office uses. This percentage increases to more than twelve percent with the addition of commercial-recreation land uses.

Anaheim enjoys world-wide recognition as a tourist/recreation center as a result of Disneyland. This image has been further enhanced by the Anaheim Convention Center and Anaheim Stadium. The development of Disneyland prompted the establishment of a unique commercial district termed the Commercial-Recreation Area which is reserved for the development of commercial/recreation, tourist/convention, and regional office (headquarters) facilities. Major facilities such as Disneyland, Anaheim Convention Center, and supporting hotels, motels and restaurants and Anaheim Stadium constitute an important segment of the economic base of the community.

The current trend within the City has been the approval/construction of high intensity developments in three major geographic areas.

*Stadium Area* — Approval of Anaheim Stadium Center (Orangewood Block Master Plan) containing over two million square feet of office space with support retail. Additionally, the approval of low to high-rise commercial office buildings in the general vicinity.

*Disneyland and Convention Center Area* — Approval and construction of major hotels and expansions including the 1,600-room Hilton, 322-room Regency, 500-room Emerald, the 300-room expansion of the Marriott and the 250,000 square foot expansion of the Anaheim Convention Center.

*Downtown Area* — The implementation of Redevelopment Project Alpha as defined in the Redevelopment Element which includes the recent construction of the 7-story Civic Center complex and development of approximately two million square feet of commercial uses, including the approval of an over one million square foot high-rise commercial/office complex.

#### Future Outlook:

Future commercial growth can be expected to increase as population increases. However, retail commercial growth within the City of Anaheim will be tempered to the extent that Anaheim residents are served by commercial facilities located



*Disneyland*

©1984 Walt Disney Productions



*Anaheim Stadium*



*Anaheim Convention Center*

in adjoining communities. The majority of new growth and development will be of the tourist-oriented, commercial-recreation type including high-rise commercial office buildings.

In Planning Area A, most large parcels appropriate for retail commercial use have been developed. Future commercial development, with respect to retail convenience and shoppers goods, will primarily consist of expanding and redeveloping existing commercial sites for more efficient and intensive use.

Although commercial land use constitutes the smallest percentage of land developed for private use, commercial activities have an impact and influence upon a community that far exceed the proportionate use of space. In the past, the central business district constituted the focal point of the community serving as the retail, administrative, financial, entertainment, and cultural center. Recent emphasis in commercial development has been upon opening up new facilities to serve the mobile and rapidly urbanizing Orange County region.

Three major factors are expected to influence future office development:

- Regional population growth and its attendant demand for services;
- Increased industrial development and its demand for corporate office space; and,
- The "visibility" and exposure factor offered by sites located in activity centers such as the Commercial-Recreation Area.

In the future, the City will continue to realize the development of high-rise office buildings in the "Downtown" area and the transitional area around the Anaheim Stadium. The Disneyland and Convention Center areas have experienced substantial growth within the last few years with construction of high-rise hotels and expansions of existing hotels and motels. With the existence of vacant land in the general area, development of high intensity land uses should continue into the future.

### Commercial Distribution

The General Plan establishes general parameters for land use. The Plan symbology for Planning Area A provides for four categories of commercial land use which are: General Commercial, Commercial-Recreation, Commercial-Professional, and Regional Shopping Center. Each of these categories is implemented by one or more zone classifications.

The type of use that actually develops in a particular area or on a particular site is determined by the zone classification within which the property is located, and the types of uses permitted within each zone classification.

*General Commercial* — The General Commercial category provides for the development of a wide variety of commercial uses permitted in accordance with standards contained in the CO, Commercial, Office and Professional Zone; CL, Commercial, Limited Zone; CG, Commercial, General Zone; and, CH, Commercial, Heavy Zone. Typical development ranges from shopping centers to small businesses. General Plan symbology includes existing land use patterns and the logical extension of these patterns. This symbology serves to convey community policies for a general area rather than for specific properties or sites.

Approximately 46 percent of the total planned commercial acreage in Planning Area A is allocated to the General Commercial category. This acreage constitutes 13 percent of total acreage within Planning Area A.

*Commercial-Recreation* — The Commercial-Recreation category was adopted by the City in the 1960's to encourage commercial-recreation land uses primarily in the Disneyland area. Currently, in addition to the Disneyland area, the Stadium area is also designated as Commercial-Recreation. This category is implemented by the C-R, Commercial, Recreation Zone which is intended to provide for the development of businesses directly related to the recreation and entertainment industries providing services to the tourist as well as providing for certain multi-story headquarter-type business and professional office buildings.

Approximately 40 percent of the total planned commercial acreage in Planning Area A is allocated to this category. The Commercial-Recreation acreage constitutes five percent of the total acreage within Planning Area A.

*Commercial-Professional*—Commercial-Professional uses are less dependent upon walk-in trade or levels of family income than are most commercial developments. They typically involve the sale of services rather than goods. Typical commercial-professional establishments are medical, dental, legal and general business offices. Hospitals and clinics are also included within this category. This category is implemented by the CO, Commercial, Office and Professional Zone.

Commercial-Professional symbology is proposed for only those areas where a strong trend for the development of unified centers is evident and where policies have been established in connection with zoning cases for the development of professional office facilities.

Approximately ten percent of the total proposed commercial acreage in Planning Area A is allocated to this category. The Commercial-Professional acreage constitutes approximately one percent of the total acreage within Planning Area A.

*Regional Shopping Center* — The plan designates one Regional Shopping Center in Planning Area A (Anaheim Plaza), containing approximately 43 acres.



Anaheim Plaza



Anaheim Hilton Hotel

#### Goals and Policies:

Goals: To meet the continuing needs and demands of the community for commercial goods and services at well-designed, safe, and convenient locations within the community;

To increase sales tax yields and further enhance the economic base of the community, thereby lessening the tax burden on real property; and,

To maintain and enhance the position of the community as a nationally recognized tourist center.

Policies: Encourage and provide for the development of a broad range of quality commercial facilities at appropriate locations throughout the community.

Encourage the grouping of complementary commercial uses adjacent to arterial highways; and, the total city-wide inventory will reasonably relate to the size and character of the population to be served.

Encourage the development of well-designed commercial areas through the application of site development standards which provide for:

- the compatible integration of commercial uses when they are adjacent to residential and industrial areas; and,
- adequate off-street parking, loading areas, landscaping, and other appropriate site improvements.

Provide all commercial developments with adequate and safe access to transportation facilities, fire and police protection, public utilities, and other necessary community services.

Encourage the redevelopment of the "Downtown" Area as an integral and vital part of the commercial network of the community.

Encourage the development of quality facilities which complement conventions, family entertainment, and recreation within appropriate areas of the community.

Maintain the integrity of the Commercial-Recreation Area by permitting only compatible land uses within this designated area.

Evaluate the interrelationship between the "Downtown" Area Redevelopment and the continued growth in the Commercial-Recreation Area including both the Disneyland/Convention Center Area and the Anaheim Stadium Area to maintain the integrity of development trends.

### Planning Area B

#### Present Status:

To date, commercial development consists primarily of neighborhood shopping centers located in appropriate activity centers rather than distributed in strip commercial centers along arterial highways. Currently, approximately 290 acres have been developed/approved for commercial development including a Regional Shopping Center and support commercial on the Bauer Ranch.

The Plan designates approximately two percent of the total acreage in this Planning Area for commercial uses.

#### Future Outlook:

The Plan utilizes the "planned community" concept in that the amount of commercial development relates to the market support of residents living within Planning Area B. This concept will continue to be implemented as the remaining acreage is developed.

#### Commercial Distribution:

Since one of the basic objectives in Planning Area B is to encourage the location of commercial facilities that readily serve Planning Area residents and because relatively low residential densities are anticipated, a concept of small, dispersed, neighborhood shopping centers has been proposed and implemented to date.

The General Plan for Planning Area B provides for three categories of commercial land use which are: General Commercial, Commercial Recreation and Regional Shopping Center. Each of these

categories is implemented by one or more zone classifications.

The type of use that actually develops in a particular area or on a particular site is determined by the zone classification within which the property is located, and the types of uses permitted within each zone classification.

*General Commercial* — The General Commercial category provides for the development of a wide variety of commercial uses permitted in accordance with the standards contained in the CO(SC), Commercial, Office and Professional-Scenic Corridor Overlay Zone; CL(SC), Commercial, Limited-Scenic Corridor Overlay Zone; CL-HS(SC), Commercial, Limited Hillside-Scenic Corridor Overlay Zone; and the CG(SC), Commercial, General-Scenic Corridor Overlay Zone. Due to the nature of the Hill and Canyon Area, typical development consists of a number of small neighborhood centers with supporting commercial uses. This symbology serves to convey community policies for a general area rather than for specific properties.

*Commercial Recreation* — The Commercial Recreation category provides for the development of commercial/recreation oriented uses such as the existing tennis club on Anaheim Hills Road. This category is implemented by the C-R(SC), Commercial-Recreation-Scenic Corridor Overlay Zone. Due to the topographic constraint of Planning Area B, minimum amount of acreage has been designated in this category.

*Regional Shopping Center* — The Plan designates one Regional Shopping Center in Planning Area B, approved near the intersection of Santa Ana Canyon Road and Weir Canyon Road, containing approximately 85 acres.

#### Goals and Policies:

**Goal:** Provide commercial development that is consistent with the "planned community" concept, thereby discouraging strip commercial development.



*Hillside Neighborhood Shopping Center*



*Shopping Center under construction*



*Future Site of Regional Shopping Center*

Policy: Encourage location of commercial uses in appropriate activity centers rather than distributed along arterial highways.

Goal: Provide commercial areas which serve the convenience shopping and personal service needs of residents living in the Hill and Canyon Area.

Policies: A community commercial center will be provided which will service the full needs of the people who will be living in the area, thereby negating the need for additional automobile use.

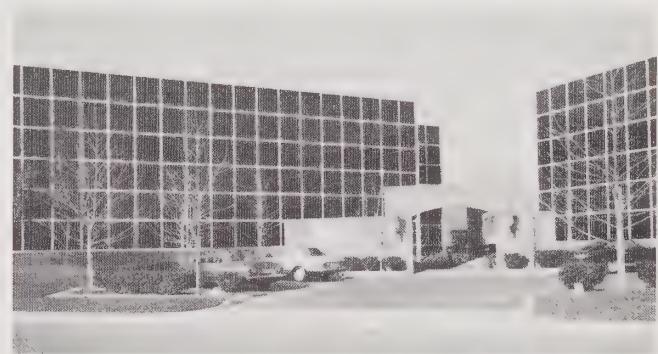
A number of neighborhood commercial centers will emerge which provide the everyday needs of the populace for food and basic services, and which may be reached by foot or bicycle as well as automobile.

Major commercial centers will be easily accessible to major transportation facilities and corridors.

Encourage the development of a regional shopping center which will service the full needs of the people who will be living in the area.



Canyon Industrial Area



Stadium Industrial Area



Central Industrial Area



Freeway Industrial Area

## INDUSTRIAL AREAS

### Planning Areas A and B

#### Present Status:

There are four major planned industrial areas within the City of Anaheim primarily located in Planning Area A: Canyon Industrial Area (portion located in Planning Area B), Stadium Industrial Area, Central Industrial Area and Freeway Industrial Area.

These areas total approximately 4,800 gross acres. Recent surveys indicate:

- Sixty percent of this gross acreage is developed for strictly industrial use or is being held for future plant expansion.
- One percent is devoted to sand and gravel extraction.
- Eighteen percent is used for non-industrial purposes; for example: utility easements, public works, commercial and railroad uses.

The Central and Freeway Industrial Areas are approaching saturation. The majority of the vacant/underdeveloped parcels are located in the Canyon and Stadium Industrial Areas as follows:

Industrial Area	Vacant Industrial Acreage
Central	18
Freeway	30
Stadium	160
Canyon	411
Total	619

The vacant/underdeveloped acreage is being absorbed at a rapid rate (approximately 100 acres  $\pm$ /year). Anaheim's remaining vacant industrial land represents a very valuable resource and great care should be taken to maximize its use and potential.

The growth and diversification of Anaheim's industrial areas have taken place in a relatively short period of time:

Year	No. of Manufacturing Industries	No. of Employees
1957	103	8,500
1969	330	49,550
1980	800	43,900

While 470 new industries were established between

1969 and 1980, the number of employees decreased by 5,650 due largely to the decline of the aerospace industry. This supports a trend to smaller, specialized industrial facilities.

In Anaheim, the manufacturing industry is the largest single category of industrial employment followed by service to industry, wholesaling, distribution and aerospace. Indications are that opportunities for continued diversification of Anaheim's industrial base are good due, in part, to Anaheim's locational assets with regard to Southern California markets.

#### Future Outlook:

Industrial development in Southern California is a regional consideration influenced by existing land use and topographic patterns. Industries evaluate a number of locations and select the site which best meets their varying and independent needs. Many communities recognize the importance of industry to their economic well being and are actively engaged in recruiting and catering to the needs of new and relocating industries. For these reasons, industry now exercises greater selectivity in choosing new sites than ever before.

The future potential for continued growth has been examined from both a community and regional point of view. It can be concluded that:

- The locational and physical characteristics of Anaheim's industrial areas rate among the best in Orange County. Principle reasons for this rating are:
  - Access and exposure to Southern California freeway and arterial highway systems;
  - Access to main railroad systems and spur lines available to sites of varying sizes;
  - Proximity to nearby airport facilities;
  - Proximity to Southern California markets;
  - Availability of a large, technically skilled labor force;

- Proximity to other manufacturing and service facilities;
- Availability of a complete range of industrially-sized utility systems;
- The installation of a comprehensive system of storm drain facilities;
- Soils having good load bearing and compacting properties;
- Proximity to a wide range of housing types located in Anaheim as well as in a number of Northern Orange County communities; and,
- A positive City attitude, including the establishment of well-conceived industrial park policies and standards.

A positive community attitude is an especially important aspect of industrial development. Successful industrial development requires a long-range and continued partnership between the community and industry.

Anaheim continues to demonstrate a firm commitment to industry. Each year, a significant portion of the community's funds are allocated toward improving circulation and utility services within developed and planned industrial areas. Anaheim recognizes that these commitments must be made to retain its leadership in attracting industries.

Land for continuing industrial expansion is available through 1990, assuming continuation of Anaheim's average absorption of 100 acres a year for new industrial development. The issue is not will the area continue to grow, but how should it grow to maximize its potential. This issue is the subject of present and anticipated studies and activities.

In the future, there will be increased pressure to develop Anaheim's planned industrial acreage for other urban uses. This pressure can be explained by the fact that more than 79 percent of the total acreage within the City is developed. Planned industrial areas account for most of the remain-

ing vacant property suitable for large scale non-industrial development in the relatively flat areas of the City.

Since most of the land within the Freeway and Central Industrial Areas is developed, this pressure will be primarily felt in the Canyon and Stadium Industrial Areas. For example, significant decisions have been made with regard to the appropriateness of commercial land uses in the portion of the Stadium Industrial Area located north of Orangewood Avenue in the vicinity of Anaheim Stadium. Several low to high-rise commercial office buildings have been approved and/or constructed in this area on parcels originally designated for general industrial uses. A further discussion of this trend can be found in the Commercial Area Section of this Element.

Anaheim's industry will continue to grow with the influence of the following factors:

- The Orange County industrial base is expected to continue diversifying.
- Anaheim's planned industrial areas are very competitive in relation to other sites within Orange County and the Southern California region.
- Communities in Orange County are yielding to pressures to rezone and develop planned industrial areas for other types of urban use.
- Anaheim is a recognized industrial center, and development has progressed to the point that it is self-generative. An existing industrial base acts as an important magnet to firms seeking a new location. Utilities and streets are already designed to meet industrial needs, and future improvement plans provide for the long-range growth of the area. The ease of locating in an established industrial area normally results in a saving of time and expense.
- The community enjoys a positive and progressive image with regard to industrial development.

Several industrial sites in Anaheim are deteriorating due to the effects of age and obsolescence.

Inherent problems often include a general lack of off-street parking facilities and poor internal circulation; existing structures were constructed when landscaping and architectural treatment were not a standard of site design; and, no expansion potential due to surrounding non-industrial land uses.

Such areas should be considered for rehabilitation to help revitalize the economic industrial base.

California communities are recognizing the benefits which accrue from a sound industrial base, and determined efforts are being made to attract new industry. This competition among communities has allowed industry to become very selective. Anaheim is the recognized industrial center of Orange County. However, it will be necessary for civic leaders to retain the confidence of existing industries by insuring that development approved within industrially planned areas is compatible to existing industrial uses and that zoning integrity is maintained if the community is to enjoy continued success in attracting new industrial firms.

#### Industrial Distribution:

The Anaheim General Plan sets forth the community's industrial land use policies and designates four major industrial areas, primarily located within Planning Area A. Due to the unique nature of the Hill and Canyon Area and the current General Plan land use designations, industrial uses will be limited in this area in the future. Currently, a portion of the Canyon Industrial Area lies in Planning Area B and it is expected that many of the employees in this industrial area will avail themselves of the nearby housing market in the Hill and Canyon Area.

In most instances, boundaries for these industrial areas consist of freeways, arterial highways, the Santa Ana River, and other natural or manmade features which serve to separate and buffer industrial areas from non-industrial areas.

The planned industrial areas total approximately 4,800 gross acres, and approximately 13 percent of this acreage is available for development. The Plan includes the concept that these areas can be

developed in the form of industrial parks, and the implementing zones contain standards necessary to achieve this goal.

The type of use that actually develops in a particular area or on a particular site is determined by the zone classification within which the property is located and the types of uses permitted within each zone classification.

The General Industrial designation is primarily implemented in accordance with the standards contained in the ML, Industrial, Limited Zone. However, a limited amount of MH, Heavy Industrial zoning is located in the Central Industrial Area. The ML Zone provides for the development of light manufacturing, warehousing, wholesaling uses and under certain conditions solid waste facilities (including transfer and disposal facilities). The MH Zone permits heavier industrial uses which comply with recognized performance standards.

Provision is made for the establishment of industrially-related commercial uses and heavier industrial uses within areas zoned ML subject to the approval of a Conditional Use Permit.

#### Goals and Policies:

Goal: To develop and maintain a stable, diversified range of industries to enhance the economic base of the community; and

To protect and enhance the integrity and desirability of industrial sites within the planned industrial areas of the community.

Provide attractive industrial areas which will encourage future firms to locate in the area.

Encourage a diversified industrial base in order to provide a range of employment opportunities for citizens of both the City and the Orange County area.

Policies: Encourage the expansion of existing industry and attract a broad range of high-quality industrial development.

Uses other than industrial or closely accessory to industrial will be discouraged in areas designated or zoned for industrial uses.

Create an "industrial park" atmosphere by establishing stringent site development standards and review and update as needed.

Separate industrial areas from adjacent residential and commercial areas.

Provide all industrial areas and sites with adequate access to transportation facilities, fire and police protection, public utilities, and other community services.

## COMMUNITY SERVICES AND FACILITIES

The purpose of this section of the Land Use Element is to present the different types of community services and facilities. This section will also describe their general location, as shown on the General Plan Land Use Map, character, extent and adequacy. Additional discussion on a number of facilities and services described herein can be found in other elements of the General Plan as indicated.

### Police

#### Planning Areas A and B

##### Present Status:

The City is presently served from a single headquarters building located at the northwest corner of Harbor Boulevard and Santa Ana Street. A second story was added to the original single-story structure in 1969 to accommodate growing and expanding operations.

Currently, the Anaheim Police Department has in excess of 320 sworn personnel to serve the residents of Anaheim which is equivalent to approximately one (1) police officer for approximately every 700 persons residing within the City. The



*Police Department*



Department also serves a transient population of over 13 million persons per year in conjunction with the visitor population and recreation/entertainment areas of the City. The City of Anaheim has the only major stadium and convention facility in the Orange County area which requires specific expertise in police protection techniques.

#### Future Outlook:

Many factors must be considered in assessing the overall impact of future development and increased population due to annexation and/or increased population density in terms of future needs of the Police Department. It is undoubtedly safe to say that future increases in population will necessitate expansion of the Police Department in terms of personnel and equipment if present levels of service are to be maintained.

At present, the areas of concern would be the Anaheim Stadium Area, the Disneyland and Convention Center Area, Downtown Redevelopment Area, and expansion and increased densities in Planning Area B.

An increase in the geographic size of the City, increased population density levels, and expanded development will create additional needs for the Police Department if the present crime rate is to be maintained and police service is to remain at current levels.

A brief summary of projected future needs of the Police Department include:

- Additional personnel and equipment will be needed if current staffing/population ratios are to be kept;
- A police substation in Planning Area B with public service facilities; and,
- An additional helicopter and new landing facility.

#### Goals and Policies:

Goal: To meet community needs for public safety and law enforcement by utilizing allocated resources for the prevention, detection and investigation of crime, response to calls for service and maintenance of pedestrian and vehicular safety.

Policies: Maintain a well-trained, well-equipped police force as necessary to meet changing needs and conditions by continually updating and revising public safety techniques as necessary to meet changing conditions and providing for effective evaluation and training of personnel.

Combat crime and increase public safety through community education programs including a continual active involvement in the Neighborhood Watch Programs and coordination of programs at local schools and other public meeting halls.

Assist in evaluation of land use proposals and development patterns by providing input to the Planning Department to assist in site plan review and building analysis and assessing land use trends and assumptions to determine future needs.

#### Fire

#### Planning Areas A and B

#### Present Status:

The Anaheim City Fire Department presently has over two hundred (200) sworn personnel and nine (9) fire stations to insure a continual demand responsive program to residents. A 10th station will be built in Planning Area B with the development of the Bauer Ranch. The City is also part of a regional coordination system with other fire fighting agencies. This regional coordination proved to be a critical factor in the April 1982 fire resulting in no loss of life and the saving/prevention of numerous other threatened structures with timely, organized containment.

Further discussion of fire-related services, fire hazards and methods of fire prevention are presented in the Safety Element of the General Plan. Related goals and policies will be found in the Safety Element as well.

## Libraries

### Planning Areas A and B

#### Present Status:

Anaheim's library system, as projected by the Civic Buildings Committee of 1959, included a main library and three branch libraries. The City Council and Anaheim Public Library Board, in cooperation with the Board of Directors of the Friends of the Anaheim Public Library and the Mother Colony House Advisory Board, began to carry out these plans by completion of the Elva L. Haskett Branch Library (Broadway, west of Magnolia) and the construction of two of the three proposed floors of the central Library (Broadway and Harbor Boulevard).

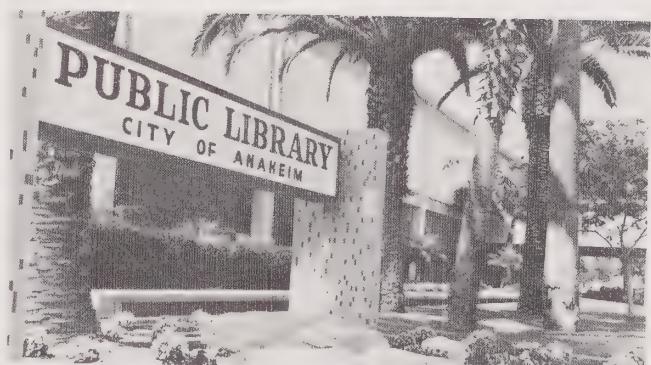
In 1968, the Citizens' Capital Improvement Committee completed an extensive review of programs in progress and twenty-year projected population growth within each of the present library facility service areas. On the basis of this review, the following program of expansion was forwarded to the City Council for their consideration:

#### Planning Area A:

- Construction of two additional branch libraries, one in the general vicinity of Ball Road and Euclid Street, and the other in the general vicinity of Sunkist Street and Lincoln Avenue; each branch to consist of a minimum of 10,000 square feet, exclusive of multi-purpose rooms.
- Acquisition of property adjacent to the Mother Colony House; such property to enable the development of an Anaheim historical facility complex.



*Fire Station (Headquarters)*



*Main Library*



- Conversion of the Elva L. Haskett Branch Library into a regional facility by the addition of some 17,500 square feet of floor space. In this way, Anaheim will be able to meet the educational requirements of the expanding population of the City's western sector.
- Completion of the third floor of the central Library and subsequent remodeling of the facility in order to expand library services.

To date, the two branch libraries have been constructed as proposed.

Completion of the third floor of the central library may not be structurally or economically feasible in light of changes in the Building Code Standards that have occurred since the original construction. However, an additional approximate 22,000 square feet is still needed.

#### Planning Area B:

- That a regional or main library facility of 25,000 square feet or more be constructed in Planning Area B. Such a branch would eliminate the undue burden placed upon residents who must now seek major library facilities at some distance from their homes.
- That a branch library be constructed eastward of the regional library site; the branch to consist of a minimum of 10,000 square feet of floor space.

In 1981, a 18,000 square foot library was constructed near Nohl Ranch Road and Imperial Highway.

The General Plan Land Use Map and the Library/School Sites Map on the following page depict locations of library facilities. Plan symbology for proposed facilities indicates a general relationship between future library requirements and the population to be served rather than a recommended or precise location.

#### Goals and Policies:

Goal: Support and encourage the educational and cultural enrichment of the citizens of Anaheim.

Policies: Provide a City-wide network of conveniently located library facilities, offering a wide variety and range of informational, cultural, and educational services.

Make provisions for conferences and general public meetings in order to facilitate cultural development.

Collect and preserve archival material pertinent to the City of Anaheim.

#### Schools

##### Planning Areas A and B

###### Introduction:

The direct responsibility for providing public school facilities rests with the school districts. The General Plan assists school facility planning by:

- Addressing in the City's plans the School Districts' needs concerning long-range land use planning; and,
- Relating school facility needs to estimated school-age population, based on General Plan proposals.

###### Present Status:

There are five separate school districts in Planning Area A. Three districts with primary education and two with secondary education. Primary or elementary school districts include Anaheim, Magnolia and Placentia. Secondary school districts include Anaheim Union High School and Placentia Unified.

In Planning Area B, Orange Unified School District has direct responsibility for providing school facilities. It is presently served by five elementary schools (Anaheim Hills, Imperial, Crescent, Nohl

## Anaheim General Plan

### LIBRARY/SCHOOL SITES





Canyon, and Riverdale), two junior high schools (El Rancho and Vista Del Rio) and one high school (Canyon). Property has been acquired for one additional elementary school at Serrano Avenue and Canyon Rim Road. Existing and proposed school sites are shown on the Library/School Sites Map on the preceding page.

Overall enrollment in public schools serving Anaheim is approximately 15 percent below capacity. Districts in Planning Area A are closing schools due to a decline in the number of school-age children. However, districts in Planning Area B are faced with an influx of new students, necessitating year-round classes and temporary classrooms at several schools.

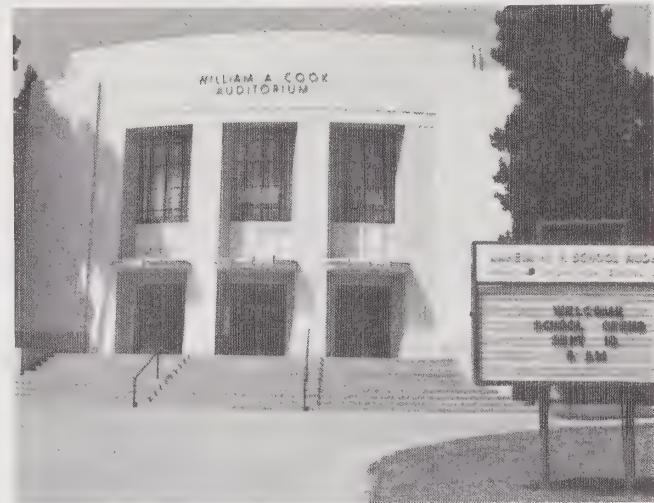
#### Future Outlook:

Overall enrollment in schools serving Anaheim is down approximately 15-20 percent. This occurrence is more apparent in Planning Area A than B. Anaheim Union High School District (A.U.H.S.D.) indicated increases in enrollment, especially in the central portion of the City.

In Planning Area B, general plan proposals have been determined jointly with the Orange Unified School District and provisions have been made to adequately accommodate projected school enrollment. However, much of this planning preceded existing housing trends in which the City is and will be experiencing changes or amendments to the General Plan to reflect these trends. This will conversely affect school enrollment projections. The School District is kept informed as development processing takes place through the environmental review and public hearing process.

#### SCHOOL CHILDREN (potential) – PLANNING AREA B

	1977	1983	Projected
Elementary Schools	2,647	2,394	7,095
Junior High School	1,177	1,768	6,884
High School	1,104	1,730	6,803
Total	4,928	5,892	20,782



Anaheim High School



El Rancho Jr. High School

## Goals and Policies:

Goal: Assist school districts in their long-range planning for development of school facilities.

Policies: Provide comprehensive projections of the community's future population and long-range use of land.

Relate school locations to circulation facilities and the needs of the ultimate population.

Encourage the coordination of school locations with the City parks systems to obtain joint usage for recreational facilities.

## INFRASTRUCTURE

### Water System

#### Introduction:

The Anaheim Municipal Water Utility has provided service to Anaheim residents since 1879. Prior to that time, each Anaheim family had to arrange for its own water supply. When the Water Utility began its operations, water was supplied from a single well, stored in a 20,000 gallon elevated wood tank, and distributed through a four inch wooden water main a distance of five blocks. By the end of its first year of operation, the municipally-owned and operated water system was supplying approximately 4,000 gallons per day to Anaheim residents.

Today, the average daily consumption of water used by Anaheim residents exceeds 54,000,000 gallons per day. The peak-use day was in excess of 101,000,000 gallons. The Water Division provides service to more than 235,000 people. Approximately 30 percent of the City's water is supplied by the Metropolitan Water District of Southern California (MWD) and the other 70 percent is pumped from wells owned and operated by the City of Anaheim. Anaheim reservoirs provide approximately one billion gallons of water storage.



*Olive Hills Reservoir*



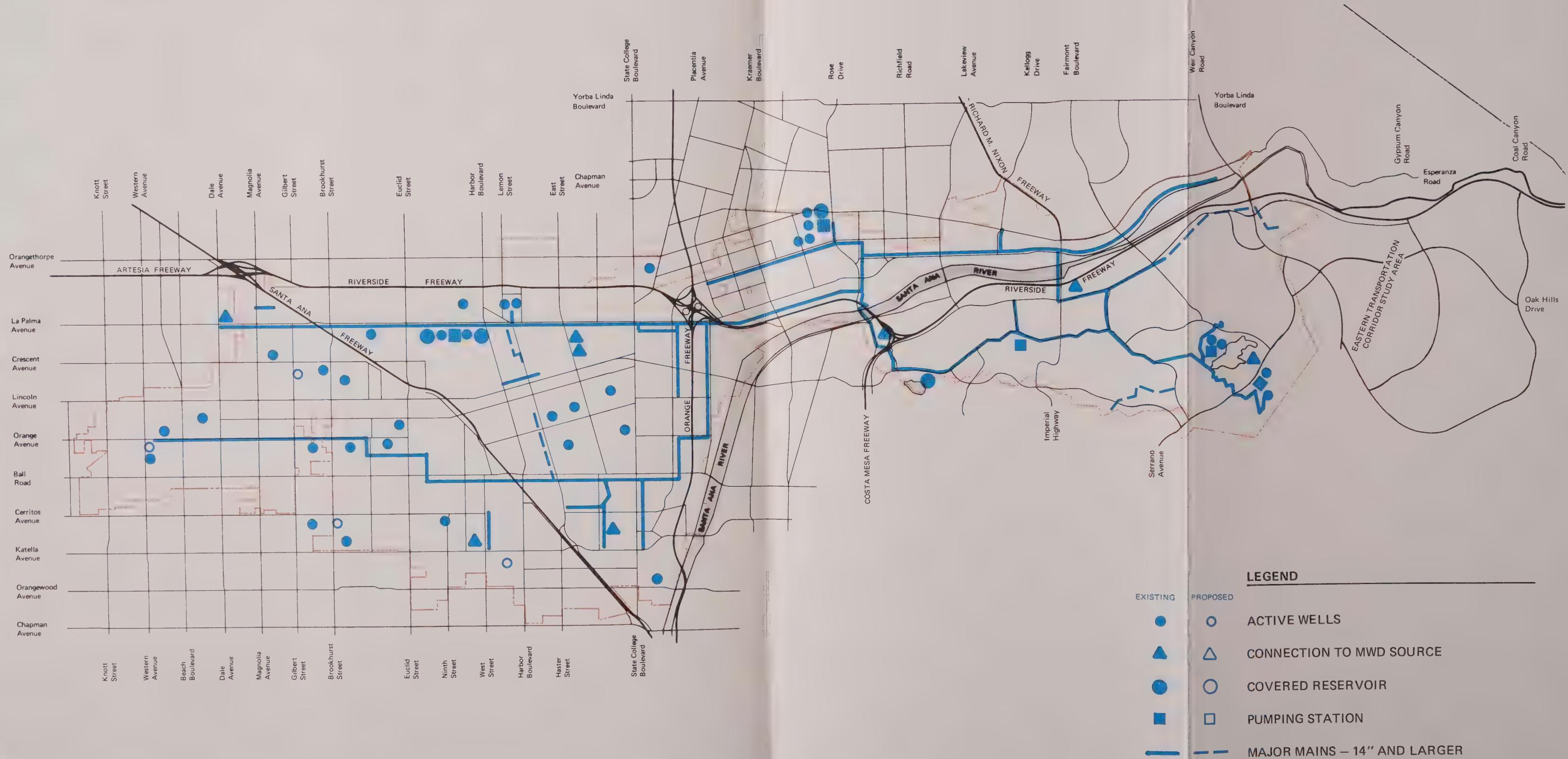
*Walnut Canyon Reservoir*



*Santa Ana River*

## Anaheim General Plan

### WATER DISTRIBUTION SYSTEM





This capacity is sufficient to provide the City operating storage and limited emergency storage. The City has about 643 miles of transmission and distribution pipelines beneath the streets of Anaheim. These pipelines, ranging from four to thirty-six inches in size, provide service to more than 51,000 meters and more than 5,800 fire hydrants. The water distribution system is shown on the Water Distribution System Map on the preceding page.

Present Status:

Planning Area A

Nearly all of Planning Area A is served by the City-owned and operated water system. A small portion in the northeast section of the Planning Area is served by the Yorba Linda County Water District. Water distributed to Planning Area A is obtained from six connections to the MWD supply system, one connection to a Municipal Water District of Orange County (MWDOC) supply feeder and approximately 30 wells.

Planning Area B

Currently, growth within Planning Area B primarily consists of residential development constructed in the western one-half of the Planning Area. Most of this development is served by the City-owned and operated water system. Water distributed by the City is obtained through an MWDOC connection to MWD's supply system, located at Walnut Canyon Reservoir above the A. F. Lenain Filtration Plant.

Both well and treated MWD water is pumped to Olive Hills Reservoir and then fed by gravity flow into the distribution system. Water from Olive Hills serves customers in the eastern portion of Planning Area A, as well as a large portion of Planning Area B. The City's connection to the Allen-McCulloch Pipeline provides an import back-up source of supply, as well as additional capacity to meet the needs of new customers.

The City is continuing with the development of a backbone system to serve anticipated growth in Planning Area B. The initial phase of this program

was the construction of the 920 million gallon Walnut Canyon Reservoir and the adjoining A. F. Lenain Filtration Plant which has a capacity of 15 million gallons per day. In addition, several miles of transmission mains have been installed, together with reservoirs and pump stations necessary to serve the higher elevations of the Hill and Canyon Area.

Future Outlook:

The Water Division's management and professional staffs are engaged in a continuing program of physical plant maintenance and technological modernization of existing facilities and equipment. In addition, projections indicating future water requirements are continuously being updated. Based upon these projections, plans call for expansion of existing facilities to meet anticipated increases in water demand resulting from future growth and development.

Planning Area A

Future redevelopment of the Downtown Area will require additional modification of the existing distribution system if high-rise residential and commercial buildings are constructed and water demands increase proportionately. Significant capital investment will be required to provide water facilities capable of serving a modern downtown business district comprised of high density living and working areas. Anticipating future capital improvement needs associated with a growing community, Anaheim residents in November of 1978 authorized the City Council to issue water revenue bonds in the amount of \$14,000,000. In 1980, the City issued \$7,350,000 to finance the cost of expansion and system improvements.

## Planning Area B

Plans for the future include construction of additional booster pumping stations and reservoirs to serve elevations which cannot be served by existing facilities. Design work is to be completed for rehabilitation of the A. F. Lenain Filtration Plant to improve the efficiency of the 15 million gallon-a-day facility. Studies will also be completed to determine what facilities will be required in order to treat California State Water Project water once it is delivered to the City's connection at Walnut Canyon Reservoir.

Future transmission mains will be constructed along street and highway rights-of-way whenever possible, thereby keeping easement costs to a minimum. Water revenue bonds and developer contributions, including possible formation of special facilities districts, are means of undertaking future capital improvement programs.

## Goals and Policies:

**Goal:** To provide service to the citizens of Anaheim in the form of adequate pressure, good quality, and necessary quantities of water to meet both domestic and fire demands.

**Policies:** Provide for the efficient and economic distribution of an adequate water supply and pressure to all residential, commercial, industrial and public areas served by the Municipal Water Distribution System.

Establish and enforce requirements for municipal water service which meet or exceed State health standards and monitor water quality according to established criteria, with respect to health and acceptance standards.

Encourage coordination of water facilities in the Planning Areas within areas served by the Yorba Linda County Water District and the City of Orange.

## Electrical System

### Introduction:

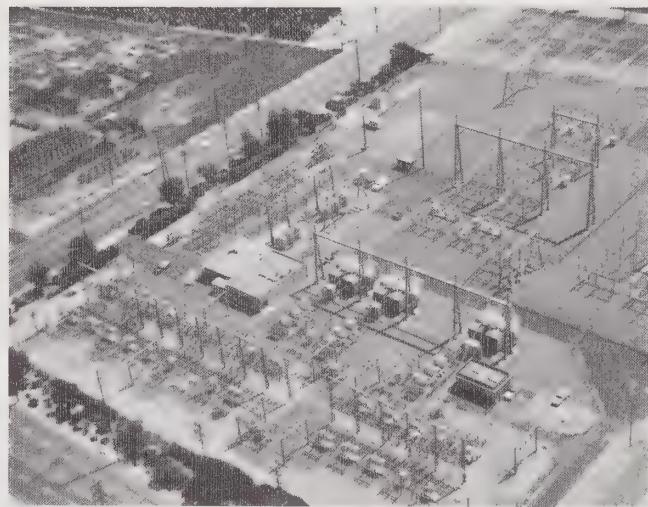
The Anaheim Municipal Electric Utility, one of the first such systems in California, has provided service to Anaheim residents since 1895. Prior to that time, electric energy was unavailable in the City. The generating plant constructed in 1895 delivered single-phase power and supplied electricity for 145 incandescent lamps, 13 arc lights for street lighting and nine arc lights installed in front of stores.

The municipal system generated all of its own power from 1895 to 1916 and part of its own power from 1917 to 1930. In 1916, the City began buying firm electric capacity and energy at wholesale rates from Southern California Edison Company (Edison).

Today, electricity supplied to the City consists of firm energy and capacity purchases from Edison, energy and capacity from the City's ownership interest in Units 2 and 3 of San Onofre Nuclear Generating Station, and non-firm energy from other utilities when it is available at an economically attractive price. Power purchases from Edison are made pursuant to terms of an Integrated Operations Agreement whereby Edison agrees to furnish the firm capacity and energy necessary to meet the City's load, to the extent not provided by City integrated resources. The term of this agreement is 50 years and it commenced November 1977.

### Present Status:

The Public Utilities Department is continually studying and reviewing potential power resources for the City in order to purchase power at a lower cost compared to purchase from Edison while maintaining a highly reliable level of service. Anaheim owns 3.16 percent of 69,520 kilowatts of San Onofre Nuclear Generating Station, Units 2 and 3. Unit 2 began operations under the control of Edison's system dispatcher in August of 1983. Unit 3 is scheduled to be ready for operation in 1984. Anaheim has contractual rights to 13.225 percent of the output of the Intermountain Power Project, now under construction in central Utah. Anaheim's share of this 1.5 million kilowatt coal-fueled generating station is 198,375 kilowatts.



*Lewis Substation*

Anaheim is a member of the Southern California Public Power Authority (SCPPA) along with nine other cities and one irrigation district. Through SCPPA, Anaheim is participating in study and licensing activities for the Mead-Phoenix DC Inter-tie Project. The transmission line, should it be built, would open up opportunities for economical energy purchases from sources in the Arizona, New Mexico and West Texas region. Anaheim's share of study costs would translate into 150,000 kilowatts of transmission capacity.

Other potential resources under study by Anaheim include the White Pine Power Project, a 1.5 million kilowatt coal-fueled generating station proposed in eastern Nevada; Rock Creek and Cresta hydroelectric projects on the Feather River in Northern California; the Haas-Kings River hydroelectric projects near Fresno, California; and, allocation of new capacity and energy from modification of generators at Hoover Dam.

Anaheim's electric system as shown on the Electrical Distribution System Map on the following page serves the entire 43 square mile area within the City limits. Excluding its interests in Units 2 and 3 of San Onofre Nuclear Generating Station, the principal facilities of the electric system are transmission and distribution lines aggregating 1,275 circuit miles and nine distribution substations with three additional under proposal. In 1982-83, about 1.8 billion kilowatt hours of electrical energy was distributed to more than 88,000 customers and more than 13,000 municipal street lights. Maximum customer demand for electricity occurs in the summer of each year and is due primarily to heavy customer use for air conditioning. The System's record maximum demand of 430,560 kilowatts occurred on August 27, 1981.

Power is delivered to Anaheim at the Electric System's Lewis Receiving Station connection with Edison's 220 kilovolt transmission system. The City reduces the voltage from 220 kilovolts to 69 kilovolts for transmission to the system's distribution substations. The City's distribution system is operated at 12 kilovolts except for portions of the older center of the City in Planning Area A which is served at 4 kilovolts. The area is in the process of gradually being converted for 12 kilovolt operation.

Both the City and Edison have distribution facilities in place to serve customers in portions of Planning Area B. Uninhabited areas annexed to the City are served by the City as development occurs. The City and Edison have agreed that the City will initiate action to purchase Edison facilities and serve customers in any developed portions of Planning Area B as they are annexed.

#### Future Outlook:

The management and professional staff of the Anaheim Public Utilities Department are engaged in an on-going program of physical and technological modernization of distribution facilities and equipment aimed at improving efficiency, reducing operating and capital costs and/or improving system reliability.

#### Planning Area A

With respect to serving the needs of existing customers and the needs of customers resulting from future development, plans are underway for the construction of a new substation, Southwest Substation, located on Ninth Street, north of Katella Avenue which will serve the Disneyland and Convention Center Area of the City. Future plans include a new substation and possible expansion of the Katella Substation to serve development anticipated in the Anaheim Stadium area.

Redevelopment of the Downtown Area requires reconstruction of the existing overhead 4 kilovolt distribution system which is underway. If high density residential and commercial development materializes, and electrical load requirements increase proportionately, the capacity of existing electrical facilities will be increased. Significant capital investments will be required to provide substation and underground utility facilities to serve a modern downtown business district comprised of high density living and working areas.

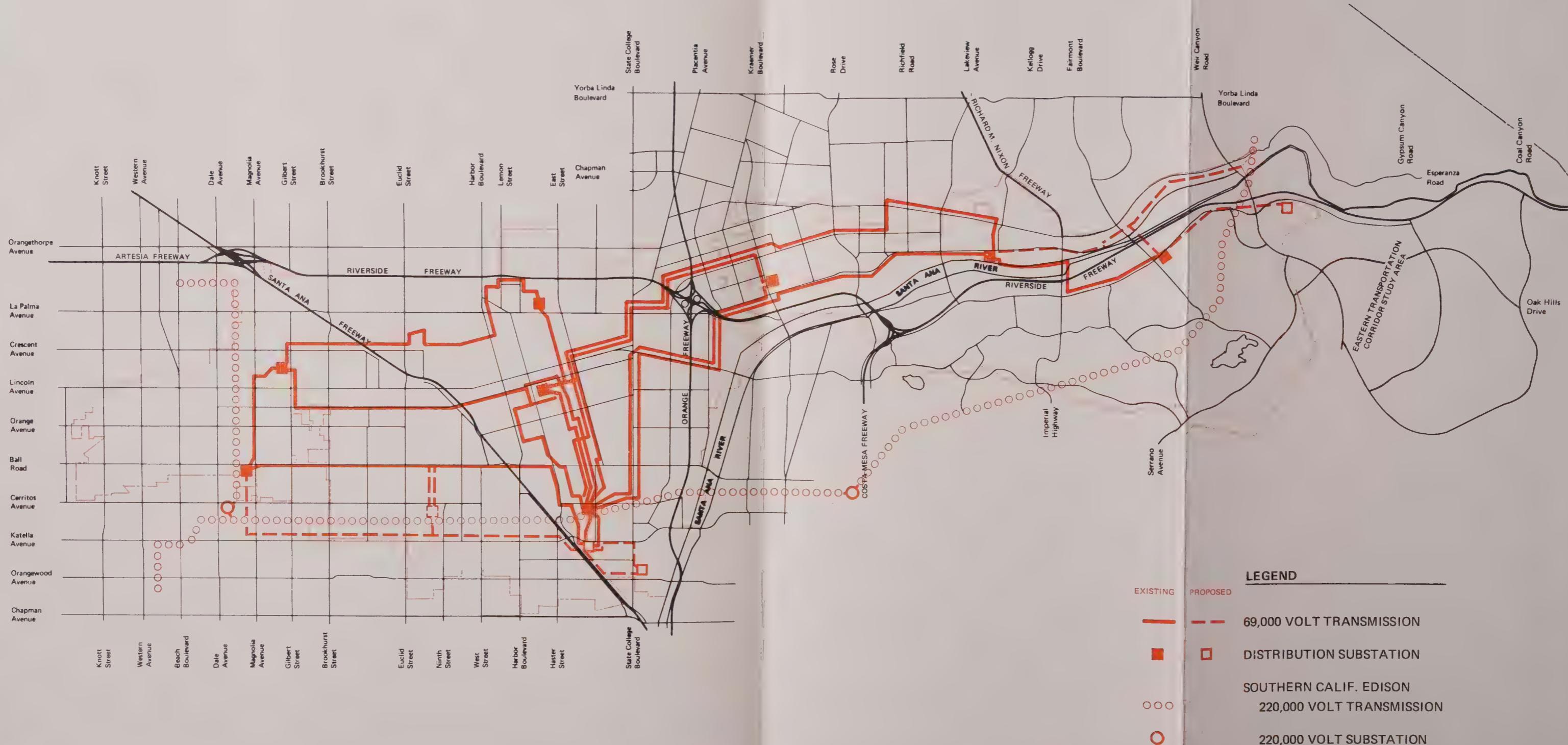
#### Planning Area B

With respect to serving the needs of existing and future customers, plans include a new substation in the vicinity of Weir Canyon to serve development as it occurs in Planning Area B. Future plans include increased transformer capacity at Dowling Substation, located on Kraemer Boulevard north of La Palma Avenue; Yorba Substation, located on La Palma Avenue at Kellogg Drive; and, Fairmont Substation, located at the southeast corner of Fairmont Boulevard and Santa Ana Canyon Road. Each substation is designed to have an ultimate capacity of 80,000 kilowatts.

The City's distribution system will be expanded to meet the needs of increasing load requirements as this area is annexed and developed. Future 12,000 volt lines will be installed along street and highway rights-of-way whenever possible, thereby keeping easement costs to a minimum.

## Anaheim General Plan

### ELECTRICAL DISTRIBUTION SYSTEM





### Goals and Policies:

Goal: To provide utility services adequate to enhance the health, safety and general welfare of present and future citizens of Anaheim.

Policies: Serve electrical energy to all electrical consumers in Anaheim in a reliable and efficient manner which is consistent with good utility and business practices at rates which are equal to or lower than rates for comparable services in adjacent communities.

Encourage and provide for the installation of electrical lines and cables and underground facilities in a manner which enhance the esthetic appearance of the community.

Operate and maintain City street lighting facilities for the safety and control of pedestrian and vehicular traffic.

Individual cities and sewer service districts provide for the design and construction of sewer collector systems which ultimately tie into the larger regional trunk system. Owners and developers of individual properties are responsible for the installation of on-site facilities to adequately serve their properties.

### Planning Area A

Local collector sewers in Planning Area A are principally owned and maintained by the City of Anaheim; however, there are portions of this area that receive local sewer service from the Stanton County Water District and the Garden Grove Sanitary District. Trunk sewers are owned and maintained by the Sanitation Districts of Orange County with treatment being provided by the District's facilities located in Fountain Valley.

### Planning Area B

Local collector sewers in Planning Area B are exclusively owned and maintained by the City of Anaheim with the exception of some private sewers located in condominium projects. As in Planning Area A, trunk sewers and sewage treatment is provided by the Sanitation Districts of Orange County.

The City is presently constructing a grid sewer system in Weir Canyon Road to serve the Bauer Ranch including the proposed Regional Shopping Center.

### Sanitary Sewer System

#### Present Status:

One of the principle factors in the development and design of sanitary sewer systems in Orange County has been the outstanding regional cooperation between municipal and county governmental agencies in establishing a comprehensive system of collector sewers, major trunk sewers and treatment plants. The Sewers Map on the following page shows the facilities in Anaheim.

## Future Outlook:

### Planning Area A

The existing system was originally constructed during the 1950's and 1960's and was designed in accordance with the projected land uses at that time.

Two distinct transformations of land use are occurring in Planning Area A that could have a substantial impact on generation of additional effluent for the sanitary sewer systems:

- The construction of additional high-rise hotels and office buildings in the Commercial-Recreation Area; and,
- The continued construction of high density residential developments in the established western and central portions of the City.

A new trunk sewer is proposed by the Orange County Sanitation District to relieve overloaded conditions to their facilities that provide the trunk sewer service to the Commercial-Recreation Area. In conjunction with the planning of this facility, the collector system of the City of Anaheim will be reviewed for future requirements for additional capacity.

### Planning Area B

The existing sewer system in Planning Area B has been under construction since the mid 1960's and is being constructed as development occurs. The collection sewer system has been sized to accommodate the existing and proposed development. As opposed to Planning Area A, replacement of older low density development with high density development is not occurring in this area.

The important considerations in Planning Area B are the necessary expansion of the sewer system to accommodate the future development of the easterly portion of Planning Area B and the continued program of sewer installations in the existing unsewered portions of the Mohler Drive area.

Future major sewers in the City's sewage collection system will be required at Deer Canyon, Gypsum Canyon and Coal Canyon. In addition, it will be necessary that the Weir Canyon Road sewer be extended to serve the Wallace and Oak Hills Ranches. These projects will require joint cooperation between the City and the respective developers.

## Goals and Policies:

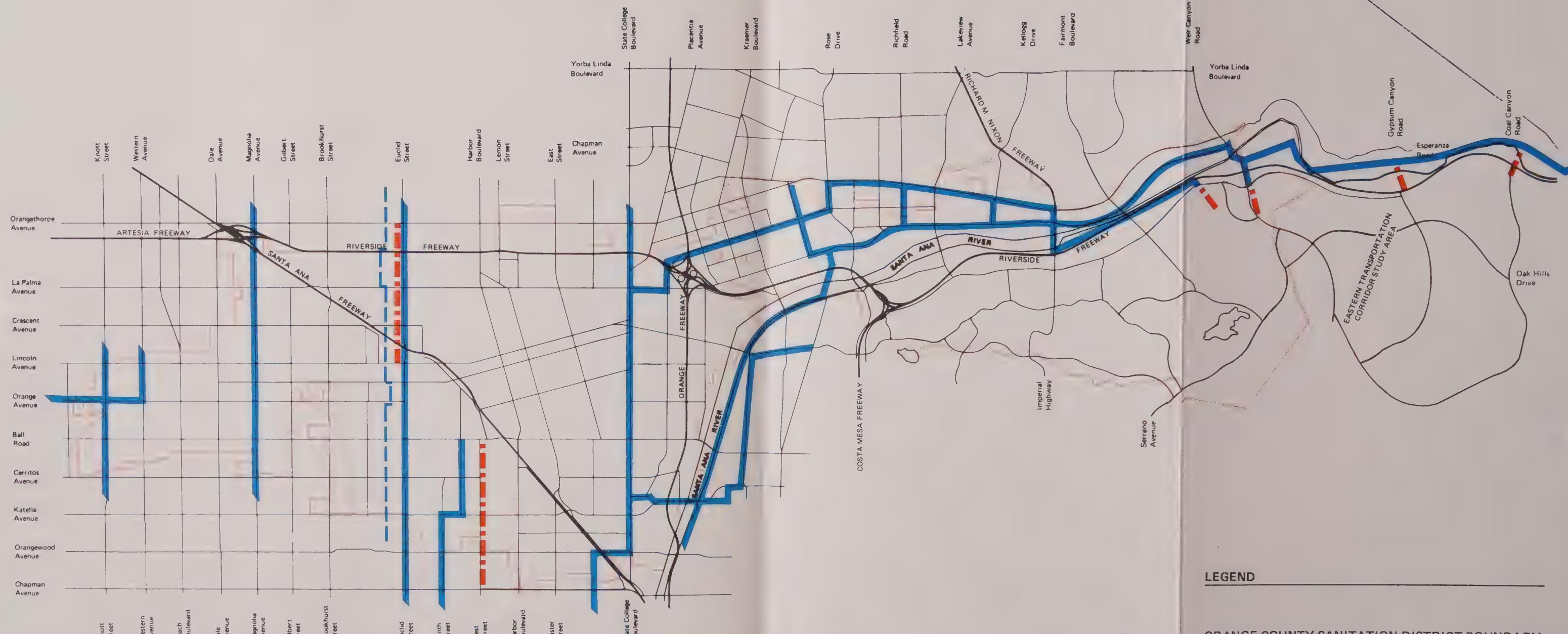
**Goal:** To provide adequately sized collector sewers to serve new developments in the City;

**Policies:** Monitor the existing sewer systems for impacts caused by changes in land use and living patterns and provide additional sewer capacity where necessary.

Construct sewers in the unserved portions of the City such as the Mohler Drive area.

## Anaheim General Plan

### SEWERS



#### LEGEND

— ORANGE COUNTY SANITATION DISTRICT BOUNDARY

— ORANGE COUNTY SANITATION DISTRICT FACILITIES

— FUTURE FACILITIES

EASTERN TRANSPORTATION  
CORRIDOR STUDY AREA



## Storm Drain System

### Present Status:

The planning and development of flood control and drainage facilities is a joint effort undertaken by the Orange County Flood Control District through the County of Orange Environmental Management Agency and the City of Anaheim. Major facilities such as the Santa Ana River and the flood control channels are designed on a minimum basis of a one hundred year storm to protect against major loss of life and property.

County flood control channels serve as regional outfalls for local drains constructed by the City of Anaheim. All Southern California cities, including Anaheim, have historically designed local streets and arterial highways to serve the secondary function of transporting storm water during periods of peak runoff in addition to their primary use as vehicular traffic arteries. However, as areas become urbanized and vacant land is paved and developed, it often becomes necessary to construct special flood control facilities.

Anaheim's prepared Master Plan of Drainage indicates needed drainage facilities for all areas within the City's present boundaries.

In Planning Area B of the City, these facilities are being installed as the land is developed as a condition of development. Much of the rapid development in Planning Area A occurred prior to this requirement and, therefore, it is here that the greatest need for storm drain facilities has occurred. In the late 1950's and early 1960's, storm drain bond issues were approved by the electorate which, when combined with other funds, provided the basis for commencement of a storm drain construction program in the developed portions of the city.

As a result of tax limiting measures, bond issue financing is no longer a source of revenue. Funds for storm drain construction have been significantly reduced and, in many cases, restricted to specific areas and projects. As a result, some of the most needed storm drains are the most difficult to finance.

The Storm Drains Map on the following page shows the storm drain system in Anaheim.

### Future Outlook:

In Planning Area B, storm drains will continue to be constructed by the developer as a condition of development. Storm drain facilities in the City's redevelopment areas will be constructed as they are needed with funding provided by the Redevelopment Agency. In the developed portions of the City, storm drain facilities will be constructed as funds are available and in conjunction with street construction where possible.

Other projects which affect the City of Anaheim from a regional perspective include the one billion dollar Santa Ana River Main Stem Flood Control Project and the upgrading of the Carbon Creek Channel and the East Richfield Channel. These projects, while sponsored by others, do have a great impact on the citizens of Anaheim.

## Goals and Policies:

Goal: To provide a quality service which will adequately protect and enhance the health, safety, and general welfare of the present and future citizens of the City of Anaheim.

Policies: Provide a storm drainage system which will prevent devastating flood damage and adequately dispose of rainfall and subsequent runoff from a ten-year frequency storm.

Relate Anaheim's flood control system to multi-purpose uses whenever practical and financially feasible.

Relate Anaheim's flood control system to regional, State, and National plans and programs of comprehensive long-range planning for the total urban area to obtain the maximum benefits at the lowest possible cost to the community.

## Anaheim General Plan

### STORM DRAINS





# REDEVELOPMENT ELEMENT 53

## REDEVELOPMENT ELEMENT

### Introduction:

Community Redevelopment Law, Part 1, Division 24, State of California Health and Safety Code provides that any City can establish a Redevelopment Agency to:

- Prepare and implement a Redevelopment Plan to revitalize problem areas and remedy any blighted conditions.
- Acquire and/or assemble land for public or private re-use.
- Provide relocation assistance and benefits to individuals, businesses and non-profit organizations which are required to relocate as a result of redevelopment activities.
- Construct public improvements alone or in concert with other public authorities and agencies.
- Clear, grade and prepare land for re-use and/or resale to private developers.
- Provide opportunities for owners and tenants in project areas to participate in the area revitalization.

The Anaheim Redevelopment Agency was established by the City Council in 1961 which, at the same time, declared itself to be the Agency. The Community Redevelopment Commission was appointed by the City Council in 1971 to serve in an advisory capacity. Redevelopment Project Alpha was established with the adoption of the Redevelopment Plan for Project Alpha by the City Council on July 19, 1973 following prerequisite studies and hearings by the Planning Commission and the City Council. The Redevelopment Plan was amended twice in 1976 to delete certain residential areas and to modify permitted land uses and once in 1982 to allow a change in land use for a one-acre parcel within the Project area.



Downtown Area Project Alpha



El Camino Bank



Civic Center

Project Alpha includes two non-contiguous areas aggregating 2,566 acres as shown on the Redevelopment Element Map on the following page. The 200-acre Downtown Area is bounded by Cypress Street on the north, East Street on the east, Broadway on the south and Harbor Boulevard on the west, and is located approximately two miles north of the Disneyland/Convention Center Area. The Canyon Industrial Area containing 2,366 acres is irregular in shape extending roughly from the Orange Freeway on the west to Imperial Highway on the east and from the Santa Ana River on the south, north-easterly to Orangethorpe Avenue. The westerly boundary is some two miles east of the Downtown Area.

#### Authority:

Government Code Section 65303(i) allows for the inclusion of a Redevelopment Element as follows:

"A redevelopment element consisting of plans and programs for the elimination of slums and blighted areas and for community redevelopment, including housing sites, business and industrial sites, and for other purposes authorized by law."

#### Present Status:

Since adoption of the Redevelopment Plan, considerable industrial construction has been completed in the Canyon Industrial Area including plants for Century Data, Econolite, Executive Industries, Inc., Hancock Labs, Pacific Telephone and Telegraph Company, Pepsico and Warner-Lambert. Such new construction has contributed to the \$693 million in valuation growth within the Canyon Industrial Area over the life of the project.

In the Downtown Area of Project Alpha, the redevelopment program is simultaneously involved in land acquisition, demolition of older structures and construction of new public and private developments. The major public construction undertaken to date entails work at a cost in excess of \$15 million. This work involves renewal not only of the streets in the Project Area westerly of Anaheim Boulevard, but a major realignment of Lincoln Avenue and reconstruction and undergrounding

of both public and private utilities. As a result, Anaheim has a unique and pleasant streetscape which, coupled with new developments, will provide an attractive Downtown Area. In addition, construction of offsite storm drains will eliminate potential flood hazards.

Major development projects completed or under construction in the Downtown Area of Project Alpha include:

- A 134,000 square foot Civic Center and parking facility;
- Towne Center, a 120,000 square foot community shopping center located on the southwest corner of Lincoln Avenue and Anaheim Boulevard;
- A 10,000 square foot branch of Security Pacific National Bank located on the southeast corner of Harbor Boulevard and Lincoln Avenue;
- A 36,000 square foot El Camino Business Center, located at the northeast corner of Harbor Boulevard and Lincoln Avenue;
- The Wildan Building, a 45,000 square foot commercial office building located at the northeast corner of Anaheim Boulevard and Broadway;
- A 36,000 square foot Masonic Temple office and lodge building located at the northeast corner of Lincoln Avenue and Helena Street;
- Restoration of the 30,000 square foot historical Kraemer Office Building funded by the Redevelopment Agency and located on the northeast corner of Old Lincoln Avenue and Claudina Street;
- Two 50,000 and 15,000 square foot commercial office buildings are currently under construction located on the southeast corner of Harbor Boulevard and Cypress Street and on the southeast corner of Anaheim Boulevard and Old Lincoln Avenue, respectively; and,

# Anaheim General Plan

## REDEVELOPMENT ELEMENT





- A six-level, 630-space parking structure located on the north side of Old Lincoln Avenue, east of Claudina Street.

The Agency has entered into several Disposition and Development Agreements at various stages of progress, among which are:

- A 12,000 square foot combined retail and office structure at Anaheim Boulevard and realigned Lincoln Avenue; and,
- A 1,200,000 square foot, six phase multi-use development to include office/commercial, hotel, in-town residential and structured parking. This is to be located on 14 acres bordering Harbor Boulevard and Broadway.

Another significant program involves neighborhood restoration. In this program, which will extend over several years, the emphasis rests upon preserving and restoring the existing neighborhoods, working closely with each neighborhood to retain its character and reflect the wishes of the residents to the greatest degree possible. This activity includes preservation of historic structures, upgrading of public improvements and other varied restoration activities.

*River Valley Redevelopment Project* — On November 29, 1983, the City Council adopted the Redevelopment Plan for the River Valley Redevelopment Project. The Project consists of a 160-acre site located generally in the vicinity of the intersection of Weir Canyon Road and La Palma Avenue in Planning Area B. The Project was created in order to provide financing for improvements to the Santa Ana River Channel to protect the property from flooding, thereby permitting its development for commercial and industrial use.

#### Future Outlook:

The Redevelopment Agency will continue to study and identify problems of blighted areas in the City. Where appropriate, measures such as code enforcement and preservation programs will be undertaken to revitalize or remedy problems in those areas. These efforts will be funded by non-redevelopment

funds such as Community Development Block Grants. In some areas, it is anticipated that blight will be advanced to a degree making such programs physically or economically unfeasible. In such cases, redevelopment project plans will be prepared and presented to the Redevelopment Agency for consideration. In all likelihood, future projects will be more modest in size and scope than Project Alpha.

#### The Applicability of The Redevelopment Plan.

The Land Use Element of the Anaheim General Plan designates the proposed general distribution and general location and extent of public and private uses of land. Certain property subject to the provisions of the Anaheim General Plan is now, or may hereafter be, included within a redevelopment project area pursuant to a Redevelopment Plan ("Plan") adopted by ordinance of the City of Anaheim and subject to the interim land use limitations set forth in said Plan. Notwithstanding any otherwise applicable land use designation in the Anaheim General Plan, any interim use of land within any redevelopment project area shall comply with the land use limitations set forth in said applicable Plan until such time as said Plan expires or is amended to conform to the otherwise applicable land use limitations set forth in the Anaheim General Plan.

#### Goals and Policies:

**Goal:** To develop a sound economic base in blighted areas of Anaheim by eliminating conditions of blight through assistance, incentives and opportunities for new development and property rehabilitation.

**Policies:** Conserve, rehabilitate and redevelop areas to the extent possible by State and local laws.

Remove physically and/or economically substandard buildings to permit new development.

Assemble land into reasonably sized parcels to facilitate land disposition and development.

Eliminate non-conforming, incompatible land uses or those uses considered a nuisance.

# CIRCULATION ELEMENT 59

## CIRCULATION ELEMENT

### Planning Area A

#### Introduction:

Transportation facilities have historically played a significant role in the development and shaping of cities. Therefore, an adequate system of streets and highways is vital to continued orderly growth.

Anaheim's circulation and transportation system serves as a major link in an overall regional transportation network serving Los Angeles and Orange Counties as well as much of Southern California.

#### Authority:

Government Code Section 65302(b) mandates local municipalities to include within their General Plans a Circulation Element as follows:

Government Code Section 65302(b): A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

#### Present Status:

The City of Anaheim is served by a number of controlled-access freeways and limited access expressways which constitute the principle regional system and form the backbone of the traffic network. This system is supported by a number of arterial highways and local streets which serve both intra-regional and local circulation needs. The system is shown on the Circulation Element Map on the following page which also includes planned ultimate highway right-of-way widths. Currently, there are approximately 184 miles of arterial highways in the City. This section provides an overview of the circulation system for Planning Area A. It will describe the various types of arterial streets and highways as well as the different types of motorized travel.



*Arterial Highways – Broadway/Harbor Boulevard*



*Hillside Arterial Highway under construction*

*Freeways* — These are controlled-access, separated highways which provide for vehicular traffic within the Southern California region. Planning Area A is presently served by the Santa Ana (I-5), Riverside (SR-91), and the Orange (SR-57) Freeways. Beach Boulevard (SR-39) had been proposed as a possible freeway, however, there has been no additional planning for such a proposal.

Orange County's rapid growth and development began with the completion of the Santa Ana Freeway which connects the County with Los Angeles to the north and San Diego to the south. This facility traverses diagonally across Planning Area A which is developed with a grid system of streets. A lack of adequate freeway crossings and connections has created problems of congestion on the limited number of streets that cross or connect to the Santa Ana Freeway. Furthermore, the existing 6-lane freeway does not satisfy current traffic demands or future traffic demands posing a major threat to continued growth and a healthy economy for the County as well as Anaheim.

The Riverside Freeway provides east-west service across the northern portion of Planning Area A and forms an essential part of the transportation network which serves the Canyon Industrial Area. North-south access in the eastern portion of Planning Area A is provided by the Orange Freeway which also serves Anaheim Stadium and the Commercial-Recreation Area to the west.

*Major Highways* — These facilities complement freeways serving cities within the region and provide for local circulation needs. This category of highway requires 120 feet of right-of-way and typically provides for six travel lanes, a painted median or center divider, left turn pockets and parking lanes adjacent to each curb.

*Primary Highways* — These facilities provide for circulation within the City and its immediate environs. This category of highway requires 106 feet of right-of-way and typically provides for either a six lane divided highway with no parking, or a four lane divided highway with left turn pockets and two parking lanes.

*Secondary Highways* — These facilities provide for circulation within the City. This category of highway requires 90 feet of right-of-way and typically provides for four travel lanes and two parking lanes.

*Commuter Streets* — These facilities distribute residential traffic from its point of origin to higher capacity facilities. This category of street requires 64 feet of right-of-way and provides for two travel lanes and two parking lanes.

Planning Area A is principally served by a north-south/east-west grid system of Arterial Highways. The general spacing between Major and Primary Highways is at one-mile intervals with intermediate Secondary Highways at the half-mile points. This spacing is typical throughout Los Angeles and Orange Counties and has generally proven to be adequate from the standpoint of street capacity and traffic control efficiency.

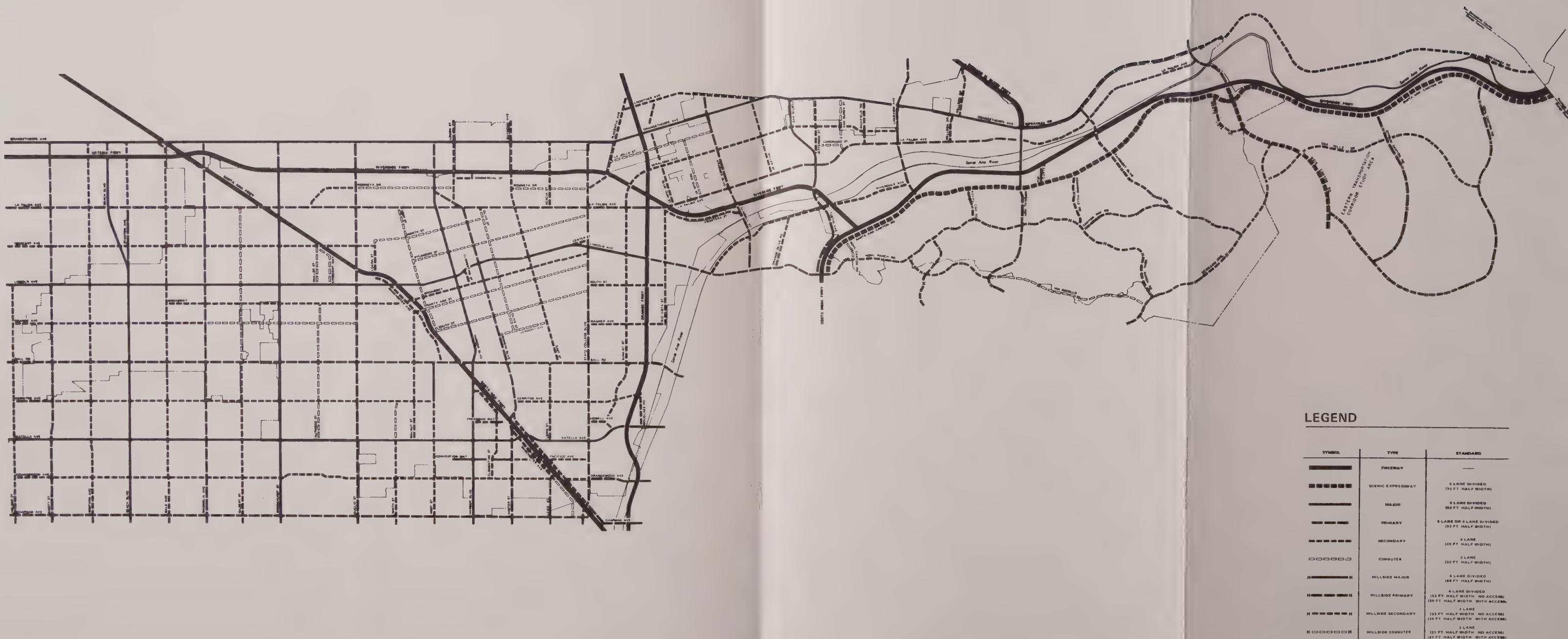
*Parking* — Parking is a major challenge for the City because of the regional, national, and worldwide recreational attractions located here. More dramatic is the fact that these major attractions are all located within a 1-1/2 mile radius in Anaheim's Commercial/Recreation Area. A number of alternative solutions are being reviewed from parking structures to contingency parking plans including shuttle services. Alternative transportation modes (e.g. transit) will help provide parking relief.

*Transportation Modes* — Although the private automobile continues to be the primary mode of transportation, the Circulation Element makes provisions for the inclusion of other modes of transportation.

- *Transit* — Anaheim is served by the Orange County Transit District (OCTD) which provides local, express, dial-a-ride and ridesharing bus services throughout Anaheim and the County. The OCTD is responsible for the planning and operation of bus service and facilities, and its staff meets regularly with City representatives to keep them informed of any changes in operations or scheduling.

# Anaheim General Plan

## CIRCULATION ELEMENT





Regional transit services are provided through a mutual agreement between the OCTD and the Southern California Rapid Transit District which primarily serves the Disneyland and Convention Center Area and Anaheim Plaza.

In addition to public bus service, a number of interstate buses, private touring buses, hotel jitney services, airport shuttle services, and taxi services are provided.

- *Rail Facilities* — Anaheim is served by both freight and passenger rail. However, freight operators are the largest users of existing rail facilities. The following is a description of the type of rail service which exists in Anaheim.

- *A.T.&S.F.* — The Atchison, Topeka and Santa Fe Railway Company, more commonly referred to as the Santa Fe, operates freight-lines classified by three categories: intermodal, carload freight, and bulk unit trains. Major origins and destinations via Anaheim are Los Angeles and San Diego. Rail spurs off the main line serve the industrial sections of Anaheim.
- *S.P.T.C.* — The Southern Pacific Transportation Company has two branches which run through Anaheim: the Santa Ana Branch and the West Santa Ana Branch. Much of the Santa Ana Branch parallels the Santa Ana Freeway while the West Branch operates on the Pacific Electric right-of-way.
- *Amtrak* — Amtrak, a Federally-operated train service, operates passenger trains along the A.T.&S.F. tracks. There are currently 7 Amtrak "San Diegan" passenger trains operating in each direction between San Diego and Los Angeles. Amtrak trains are now stopping at a new station located in the Anaheim Stadium parking lot.



Orange County Transit District



Amtrak

- *Truck Operations and Facilities* – Within Anaheim are a number of major truck terminals which facilitate movement of freight nationally, regionally, and locally. Some terminals have direct access to rail lines. Some truck operations are limited to designated truck routes which are determined by truck size and trip purpose or type.
- *Air Transportation* – Anaheim is served by several major airports including Los Angeles International (LAX); Ontario International; John Wayne Airport; Long Beach Airport, and Fullerton Municipal Airport. Helicopter travel in and out of Anaheim serves hospitals and industry as well as the Anaheim Police Department.
- *Pipelines* – A number of transmission lines criss-cross the Anaheim area including Southern California Gas Company lines; oil company lines transmitting crude oil and refined petroleum products; the Four Corners pipeline; a navy jet fuel line; and Metropolitan Water District's major water feeder lines.

### Freeways, Interchanges and Overcrossings

Major freeway improvements for the City of Anaheim in Planning Area A involve the designing of additional capacity for the Santa Ana, Riverside and Orange Freeways, and the construction and rehabilitation of new and existing interchanges.

Major constraints to freeway widening occur where the freeway is currently using its maximum right-of-way. This is especially true with the Santa Ana Freeway. Alternative travel modes are being examined which may reduce traffic volumes thereby bringing relief to freeway congestion.

The lack of adequate north-south, east-west overcrossings and connection points with the Santa Ana Freeway provides a major circulation problem in Planning Area A. The Harbor Boulevard/Ball Road overcrossing of the Santa Ana Freeway needs widening as well as a full construction of an interchange. Ramp connections with the Santa Ana Freeway at Brookhurst and Euclid Streets, and Lincoln and La Palma Avenues, need widening and other improvements to relieve congestion at adjacent intersections.

A freeway overcrossing is needed at the intersection of Crescent Avenue and the Santa Ana Freeway to provide an additional east-west circulation link which will supplement Lincoln and La Palma Avenues.

### Future Outlook:

Significant improvements to Anaheim's circulation system will be instrumental in accommodating anticipated travel demands now and within the foreseeable future. Efficient operation will depend upon the future use of a number of techniques to expand traffic carrying capacities within present right-of-ways, while providing relatively safe traffic flow. Enhancement of alternative travel modes such as mass transit and carpooling, together with other Transportation System Management techniques, will play a significant role in maintaining desirable traffic flow.

*Local Circulation Needs* – The City has analyzed transportation, circulation and parking needs in a regional area of major attractions such as Disneyland, the Convention Center and Anaheim Stadium. Such analysis concluded that both short-range and long-range plans for improvements were needed including:

- Controlling traffic by means of special signalization and contingency parking plans, including shuttle bus service;

- Reducing traffic through an alternative transportation information program/service;
- The extension of Convention Way between Harbor Boulevard and Haster Street;
- Upgrading the traffic carrying capacity of Harbor Boulevard between the Santa Ana Freeway and the Riverside Freeway, providing for adequate street width to accommodate anticipated traffic demand;
- Improvements in traffic flow through the intersection of Harbor Boulevard and Katella Avenue; and,
- The upgrading of Orangewood Avenue between the Orange Freeway (SR57) and Haster Street including a two-way overcrossing at the Santa Ana Freeway.

It is desirable to eliminate all grade crossings in a City so there are fewer accidents and no delays. However, the expense of such a program weighed against the small number of train-related accidents and periodic delays, may prove the expense unwarranted in light of other more urgent, needed traffic improvements.

*Off-Street Parking* — The availability of adequate off-street parking is essential to traffic circulation and flow. The Commercial/Recreation Area experiences periodic parking shortages and interrupted or delayed traffic flow, especially on event days. The continued vitality of this area is predicated on the ability to accommodate visitors in reaching their destinations safely and on time whenever and wherever possible.

*Public Heliport Study* — During 1983, the City applied for a Federal grant to study the feasibility of locating a public heliport in Anaheim. The City has received the grant and the Study is currently underway.

*Railroad Grade Crossings* — There are approximately seventy railroad grade crossings with arterial highways and local streets within the Anaheim City Limits. Most of the trackage consists of local spur lines. Regularly scheduled freight and passenger traffic on main lines is relatively light. Primary points of conflict with vehicular traffic are in those areas where the railroads have switching yards; for example, Katella Avenue at the Southern Pacific tracks and Lincoln Avenue and Broadway in the vicinity of the Santa Fe tracks. Currently, train speeds are relatively slow and traffic delays are infrequent and of varying duration. (Traffic delays at specific grade crossings could increase if a proposed coal terminal is established at the Port of Long Beach. The proposed project would increase the number of shipments along the AT&SF rail line in the vicinity of the City's Canyon Industrial Area.) Railroad companies recognize the problem of traffic safety and have constructed crossing protection devices at critical crossings.

## Planning Area B

### Introduction:

This section of the Circulation Element will discuss transportation and circulation patterns, deficiencies and needs, goals and policies as they relate to Planning Area B. This area of the City is under continuing development presenting greater opportunities to adequately plan for transportation facilities.

### Present Status:

*Freeways* — Planning Area B is served by the Riverside Freeway (SR-91) and the Newport/Costa Mesa Freeway (SR-55). All are controlled-access separated highways providing for regional and inter-city traffic.

*Scenic Expressways* — Expressways, scenic or otherwise, are limited-access highways that serve intercity traffic. There are presently two designated scenic expressways in Planning Area B: Santa Ana Canyon Road, an existing arterial, and Weir Canyon Road, which is proposed. (In 1966, the City Council adopted the Santa Ana Canyon Road Access Points Map limiting access on Santa Ana Canyon Road from Cerro Vista Road east to Weir Canyon Road and is incorporated into the General Plan by reference.) The Scenic Expressway designation is coordinated with the State-required Scenic Highways Element and is further referenced in that Element. This category requires 148 feet of right-of-way and typically provides for a 6-lane, divided highway.

*Hillside Major Highways* — There are presently two Hillside Major Highways serving Planning Area B: a portion of Imperial Highway and Orangethorpe Avenue. This category requires 120 feet of right-of-way and typically provides for a 6-lane, divided highway.

*Hillside Primary Highways* — Two Hillside Primary Highways serve Planning Area B: Lakeview Avenue and a portion of Imperial Highway. Gypsum Canyon Road and Coal Canyon Road are indicated as future/proposed Hillside Primary Highways. This category requires 106 feet of right-of-way and typically provides for a 6-lane, divided highway with no access (driveways) or 118 feet of right-of-way providing for a 6-lane, divided highway with access.

*Hillside Secondary Highways* — A number of Hillside Secondary Highways serve Planning Area B. They include Anaheim Hills Road, Canyon Rim Road, Fairmont Boulevard, Meats Avenue, Nohl Ranch Road, Royal Oak Road, and Riverdale and Serrano Avenues. Future/proposed Hillside Secondaries include the northeasterly extension of Serrano Avenue and Oak Hills Drive. This category requires 66 feet of right-of-way and typically provides for a 4-lane highway with no access or 78 feet of right-of-way providing for a 4-lane highway with access.



*Riverside Freeway*



*Weir Canyon Road and Bridge*



*Canyon Rim Road*

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*Hillside Commuter* — Currently, there are three Hillside Commuters serving or proposed for Planning Area B: Nohl Canyon Road, Via Escollo and Hidden Canyon Road. This category requires 42 feet of right-of-way and typically provides for a 2-lane highway with no access or 54 feet of right-of-way providing for a 2-lane highway with access.

*River Crossings* — Two river crossings currently serve Planning Area B. They include crossings at Lakeview Avenue and Imperial Highway. These crossings provide critical circulation links between the residential areas south of the river and employment areas north of the river.

An additional crossing at Weir Canyon Road will begin to provide service to the area as early as August 1984. This crossing will provide a major alternative access to the Riverside (SR-91) Freeway as well as the proposed Regional Shopping Center.

Future crossings are anticipated at Fairmont Boulevard and Gypsum Canyon Road. The Fairmont Boulevard crossing would also involve bridging the Riverside Freeway.

*Transit* — The Orange County Transit District provides limited transit service to Planning Area B via Orangethorpe Avenue, La Palma Avenue, Santa Ana Canyon Road and Riverdale Avenue. Service is primarily provided to the industrial and commercial areas.

*Railroads* — The Atchison, Topeka and Santa Fe (A.T.&S.F.) rail line provides freight shipments for the Canyon Industrial Area as well as other destinations.

#### Needs:

A number of local circulation arteries are under study for possible extension as the undeveloped portions of Planning Area B continue to develop. Current development patterns and requests are indicating a trend to higher density development in areas that were planned for lower densities. This brings greater pressures on the existing and proposed circulation facilities to accommodate additional traffic.

A number of improvements for the area have been analyzed. Some have been implemented, while others have been identified for implementation including:

- The extension of Serrano Avenue southwest to connect to Taft Avenue;
- The extension of Serrano Avenue northeast to Weir Canyon Road; and,
- The southern extension of Imperial Highway to connect with Loma Street in the City of Orange.

The above improvements are considered vital for adequate circulation in Planning Area B and are based on residential development exceeding 60 percent of its permitted density.

*The Eastern Transportation Corridor* — The County of Orange is currently conducting a route alignment study for the Eastern Transportation Corridor which is planned as a high-speed, high-capacity, limited-access facility. It is expected to require eight general purpose vehicular lanes. It will also include a lane for transit with a total right-of-way width of approximately 225-250 feet. The precise alignment will be determined sometime in 1985.

#### Goals and Policies:

Goal: Provide a system of trafficways which is related to the ultimate need for moving people and goods, and which will enhance the appearance and quality of the residential and commercial areas through which they travel.

#### Future Outlook:

The City will continue to analyze traffic and circulation needs for Planning Area B. Furthermore, the County has been conducting their own transportation studies for local and regional circulation such as the Weir Canyon Park-Road Study and the Eastern Transportation Corridor Study.

Provide a balanced transportation system which establishes mobility for all ages, efficient and economic movement, compatibility with the environment, and recognizes all available modes of transportation, including but not limited to, the automobile, mass transit, and facilities to accommodate pedestrians, equestrians and bicycles.

A system of bicycle, pedestrian, hiking and equestrian trails will be established which may be utilized for recreation as well as transportation uses.

Redevelop existing circulation facilities to meet present and future demand.

Any deviation from the street standard is depicted on the exceptions list map with specific designs contained on the standard details as authorized by the City Engineer.

**Policies:** Classify all streets and highways in accordance with their function and the nature of the area which they are intended to serve. The system of arterial highways will be related to the Orange County Master Plan of Arterial Highways, and to the plans of adjacent cities.

Major arterial highways will be discouraged in the distant fringe areas. Construction of arterial streets and highways in advance of development opens the area and encourages development in a premature "leapfrog" manner.

Consider the unique natural features of the Hill and Canyon Area when arterial streets and highways are aligned and constructed.

Design access onto major arterial streets in an orderly and controlled manner. Restrict heavy traffic from entering the immediate vicinity of schools and other institutions because of noise and safety factors.

Provide for the development of new transportation systems and modes. Coordination will be fostered with the Orange County Transit District to provide public transportation routes which provide access to points not only within Planning Area B but outside of the area such as centers of government, employment, shopping and recreation.

# SCENIC HIGHWAY ELEMENT 69

## SCENIC HIGHWAYS ELEMENT

### Introduction:

Scenic areas as visual amenities are important in that they provide welcome relief from the sometimes monotonous built-up urban environment. Scenic vistas and viewsheds, or the lack thereof, become more evident on our local and regional highways as we pass from one area to another. In order to ensure the continued existence of these invaluable areas, the State established the California Scenic Highway Program in 1963. It is administered by the State Department of Public Works and staffed by the Division of Highways.

### Authority:

Government Code Section 65302(h) mandates that a Scenic Highways Element be included within the General Plan as Follows:

Government Code Section 65302(h): A scenic highways element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code.



*Scenic Expressway – Santa Ana Canyon Road*

### Present Status:

As shown on the Scenic Highway Element Map on the following page, within Anaheim's scenic Hill and Canyon Area, the State has adopted a portion of the Riverside Freeway (SR-91) as an official State Scenic Highway. In addition, the Orange County Master Plan of Scenic Highways has designated the Riverside Freeway as a Type 1 Scenic Highway (Viewscape Corridor) and Weir Canyon Road as a Type 2 Scenic Highway (Landscape Corridor).

The City has also designated Santa Ana Canyon Road and Weir Canyon Road as Scenic Expressways on its Circulation Element Map, Land Use Map and the Scenic Highway Element Map.

## Future Outlook:

As Anaheim incorporates new areas in Planning Area B, new corridors and routes could be considered and/or become a part of the local and State scenic route system. Future consideration for possible establishment and development of scenic highways include the Eastern Transportation Corridor, a major north-south arterial bisecting the Santa Ana Mountains in the vicinity of Gypsum Canyon Road; and, Gypsum Canyon Road and Coal Canyon Road, both north-south primary arterial highways. The Eastern Corridor Study, which will determine the precise alignment, is scheduled to be completed by the Orange County Environmental Management Agency in late 1985.

## Goal and Policies:

Goal: To preserve and enhance uniquely scenic or special visual resource areas along highways and designated State scenic routes for the enjoyment of all travelers.

Policies: Continue to work with the State Division of Highways in its implementation of the State Scenic Highway Program. Ensure the preservation and enhancement of scenic routes through special highway design and building regulation.

The unique natural features of the Hill and Canyon Area will be considered when arterial streets and highways are aligned and constructed. Trafficways will follow the natural contours of the land and will avoid significant areas such as archeological and historical sites, vegetation and wildlife habitats.

Arterial highways will be landscaped in keeping with the intent of the Scenic Corridor and the Santa Ana River Greenbelt Plan, and planned so as to maintain the residential character of the neighborhood by avoiding interference and intrusion.

Take such actions as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to, (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment.

# Anaheim General Plan

## SCENIC HIGHWAY ELEMENT





# ENVIRONMENTAL RESOURCE & MANAGEMENT ELEMENT

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## ENVIRONMENTAL RESOURCE AND MANAGEMENT

### Introduction:

This section of the General Plan has been established to consolidate and satisfy the requirements of the Conservation, Open Space, Recreation and Riding and Hiking Trails Elements. The purpose of this consolidation is to recognize the inter-relationships, similarities and overlapping responsibilities of these Elements and to develop goals and policies which reflect those concerns. The Environmental Resources and Management, Open Space/Conservation Element Map on the following page reflects the conservation and open space areas in the City.

### CONSERVATION ELEMENT:

The purpose of the Conservation Element is to provide for the preservation as well as the development and utilization of the City's natural resources and determine policy for its conservation. The City has consulted and developed this section of the General Plan in coordination with the Orange County Water District.

### Authority:

Government Code Section 65302(d) mandates local agencies to adopt a Conservation Element as follows:

Government Code Section 65302(d): A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:

- (1) The reclamation of land and waters.
- (2) Flood control.
- (3) Prevention and control of the pollution of streams and other waters.
- (4) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- (5) Prevention, control, and correction of the erosion of soils, beaches, and shores.
- (6) Protection of watersheds.
- (7) The location, quantity and quality of the rock, sand and gravel resources.

The conservation element shall be prepared and adopted no later than December 31, 1973.

### Present Status:

*Watershed and Ground Water Recharge Lands –* The Santa Ana River is the major river in Orange County and the longest in Southern California in terms of total watershed areas. This river originates near the summit of Mt. San Gorgonio in San Bernardino County and enters Orange County between the Chino Hills and Santa Ana Mountains (commonly referred to as the Santa Ana Canyon). Almost 100 miles in length, the Santa Ana River flows through Anaheim, continues in a southwesterly direction, and empties into the ocean near the cities of Costa Mesa and Huntington Beach.

This river plays an important part in replenishing the groundwater supply along portions of its entire 28-mile length as it travels through Orange County. Several water ponds formed by levees located intermittently along the river help to replenish the ground water basin.

The Orange County Water District (OCWD) has the responsibility for management and conservation of the ground water basin, including both quality and quantity of water; and, protecting Orange County's water rights in the natural flow of the Santa Ana River.

The Santa Ana River is a vital resource in that it provides an important role in recharging the groundwater basin. The OCWD utilizes approximately 750 acres of the Santa Ana Riverbed between Katella Avenue and Imperial Highway for ponding imported Metropolitan Water District water and the natural flow of the river to percolate into the groundwater basin.

OCWD owns two large spreading basins, Anaheim Lake and Warner Basin. The former is 90 acres in size and the latter is planned to be approximately 100 acres. Anaheim Lake is used as a boating and fishing facility. This facility percolates more than 30,000 acre feet of water into the groundwater basin each year. Current construction is underway for the development of the Kraemer Water Conservation Basin which, along with the existing Miller Retarding Basin, will provide greater recharge capacity.

OCWD has built levees to create ponds along the river specifically to aid percolation of water into the groundwater basin system. The degree of percolation of water into the basin is limited due to varying geological conditions and urbanization. Generally, the area south of Santa Ana Freeway has an impervious clay layer lying between the surface and the water basin which inhibits percolation. Water falling on the ground in this area will be absorbed into the top soil layer and eventually drain to the sea.

North of the freeway, the permeable soil is generally classified alluvial, associated with river and stream courses and is highly suitable for groundwater replenishment.

*Flood Plains* — The Orange County Flood Control District has the responsibility to provide facilities for the control of flood and storm waters. Much of the urbanized County area including Anaheim lies within a flood plain area. The District has constructed several retarding basins which act as reservoirs for the overflow of water during heavy rainfalls or storms. These facilities are also being utilized in recharging the groundwater basin.

Connected by flood control channels, these facilities consist of the following basins:

- Placentia Retarding Basin, located west of Placentia Avenue, and south of Orangethorpe Avenue, and containing 20.36 acres;
- Raymond Retarding Basin, located at the northwest corner of La Palma Avenue and East Street, and containing 23.4 acres;
- Miller Retarding Basin, located east of Kraemer Boulevard and south of Orangethorpe Avenue, and containing 47.0 acres;
- Orange County Flood Control District settling basin, located on the south side of the Santa Ana Freeway, north of Crescent Avenue and easterly of Brookhurst Street, and containing 10.85 acres.
- Gilbert Retarding Basin, located south of Crescent between Gilbert and Brookhurst Streets, and containing 72.50 acres.

## Anaheim General Plan

### ENVIRONMENTAL RESOURCES AND MANAGEMENT OPEN SPACE/CONSERVATION ELEMENT





A portion of the Gilbert Basin has been utilized for several years by the City of Anaheim as a major part of the Anaheim Municipal Golf Course.

Facilities and controls established during recent years would substantially reduce the damage from floods such as occurred in 1938 when the Santa Ana River overflowed to inundate 182,000 acres with a loss of 45 lives. The 1938 flood was considered to be less than a 100-year flood.

A 100-year or "intermediate regional flood" is a flood having an average frequency of occurrence of once in 100 years, although the flood may occur in any year or more than once in one year. It is also characterized by shallow flooding where depths are between 1 and 3 feet.

The Orange County Flood Control District and Army Corps of Engineers have identified and mapped the flood plains for the Santa Ana River. Extensive flood control facilities have been built by the Orange County Flood Control District to alleviate the risks associated with urbanization of the flood plains. Channelization has occurred along both sides of the Santa Ana River extending generally from Weir Canyon Road southwesterly to the Santa Ana Freeway.

In September 1981, the Anaheim City Council adopted a Floodplain Overlay Zone establishing criteria for land management and land use in flood-prone areas that are consistent with the criteria promulgated by the Federal Insurance Administration. The Overlay Zone was also created for the purpose of providing flood insurance eligibility for flood designated property owners. The Zone is further in compliance with the Cobey-Alquist Floodplain Management Act.

*Sand and Gravel* — Sand and gravel has become the county's second most valuable resource; petroleum being the first. An average of 3 million tons of sand and gravel is extracted per year, valued at more than \$14 million, which places the County fourth highest in value in the State.

Sand and gravel deposits in Anaheim are a result of the Santa Ana River, which carries alluvial material derived from a large drainage basin which encompasses parts of the San Gabriel and San Bernardino Mountains. Much of the material has been funneled through Santa Ana Canyon and deposited in the Orange County Basin. Prado Dam now prevents alluvium from being transported through the Santa Ana Canyon. The coarser alluvial material that lies in Santa Ana Canyon and within a few miles of its mouth forms a sand and gravel deposit of economic significance.

Acknowledging the existence of this valuable resource and realizing its economics and the area's material needs, the State Mines and Geology Board, through the Surface Mining and Reclamation Act of 1975 (SMARA), has designated a number of sites as regionally significant. That is, adequate information supplied through tests and samples indicate that significant mineral deposits are present in these areas or where it is judged that a high likelihood for their presence exists.

Five sectors have been indicated within the greater Anaheim Area, as shown on the Open Space/Conservation Map. Three sectors and a portion of one sector (that portion of both the City-owned Shorb Wells property and the western portion of the SAVI Ranch property), are within the present City boundaries. The sector at the intersection of Gypsum Canyon Road and the 91 Freeway is the

site of an existing excavation operation — the Owl Rock Company.

Existing and continual urbanization in the Hill and Canyon Area is rendering many of these resource areas inaccessible. Sector F, however, is a water recharge facility (Warner Basin) which was previously, and is periodically, excavated for its mineral resources as well as to clear the basin floor for percolation.

These areas will be designated as significant Mineral Resource Zones (MRZ-2) and SMARA requires the incorporation of this information into the General Plan and the effective management and conservation of these resource areas wherever possible. SMARA further requires the safe and efficient reclamation of mined lands to a usable condition.

*Petroleum* — Oil drilling and storage is conducted on approximately 2,566 acres in the City. Each drilling and oil storage site is figured at one-tenth of an acre, thereby, providing a total of 2 acres devoted to this specific use.

The City established an Oil Production (0) Zone in October 1965 setting forth site development standards to ensure compatibility with surrounding land uses.

Oil drilling and storage is conducted in lands located northerly of Orchard Drive between Lakeview Avenue and Kellogg Drive, south of the Yorba Linda Freeway; and, south of Frontera Street, east of Rio Vista Street.

Examples of the production, resources, economically useful life and percentage of State totals for the three local active fields are given below:

Field	Years Life	USEFUL OIL		NATURAL GAS	
		Production Bil Barrels	Reserves Mil Barrels	Production Mil Cu Ft	Reserves Mil Cu Ft
Richfield	15-18	2,000,000	21,000	130,000	1,300
Kraemer	10	44,000	360	11,000	140
Olive	Few	46,000	1,000	2,000	400
Total		2,090,000	22,360	143,000	1,840
% of State		0.6	0.5	0.03	0.4



Oil Production

These estimates are subject to change based upon the state of the economy, demand for resources and advances in extraction/production technology. (Source: The 64th Annual Report of the State Oil and Gas Supervisor, 1978, California Division of Oil and Gas, Publication No. PR06.)

More than half of the total petroleum extracted in the County comes from the on-shore and off-shore wells located in the fields of Huntington Beach. The remaining oil is from the combined fields of Anaheim, Brea, Yorba Linda and Fullerton.

*Archaeology* — A survey of potential archaeological sites in Anaheim was conducted in Planning Area B. This survey was conducted in June 1971 by a private archaeological research company to determine if such sites existed within the Hillside and Canyon Areas.

Isolated artifacts were found such as a handstone, a milling stone, a pestle made from granite, a hammerstone and a fossilized whale tooth. The few artifacts found were not indicative of potential significant archaeological sites in the area.

*Agricultural Areas* — A major resource that has over the years relinquished more and more valuable land to the pressures of urbanization is agriculture. Agricultural areas of our State as well as the country are converting to other uses such as residential, commercial, and industrial use thereby taking critical farmland area out of inventory.

In 1980, the Department of Conservation's Farmland Mapping Program was established to supplement the Land Inventory and Monitoring Activity of the U.S. Department of Agriculture's Soil Conservation Service (SCS). The SCS initiated their program to map the nation's important farmlands in October, 1975. For land inventory purposes, categorical definitions of important farmlands were developed by SCS soil scientists. These definitions gave recognition to the land's suitability for agricultural production, rather than solely reflecting the physical and chemical characteristics of soil. The following special farmland categories in Anaheim include:



*Agricultural/Petroleum Uses*



*Agriculture*

*Prime Farmland* — This land is considered to be best suited for producing food, forage, fibre, and oilseed crops.

*Unique Farmland* — This type of land is currently used for the production of specific high value food and fibre crops.

The primary purpose of the Mapping Program was to create an inventory of the State's crop and grazing lands, and set up an ongoing monitoring system to document how much land was coming in or going out of agricultural production in California.

*Agricultural Preserves* — The California Land Conservation Act, more commonly known as the Williamson Act, permits restrictive agreements where the landowner contractually agrees to restrict the use of the land to agricultural, recreational and/or open space and other compatible uses for a specified period of time (10 years in Orange County) in exchange for lower property taxes. The agreements are made with the City or County and established by resolution of the governing body after a public hearing. Another year is automatically added to the agreement each year unless either party files a non-renewal notice — effective in 10 years.

There are two such Agricultural Preserves in Anaheim and its sphere-of-influence (Fugishige is within the City Limits; the others are in the County Unincorporated Territory):

- FUGISHIGE (58.0 acres) — no non-renewal notice filed to date.
- IRVINE — (approximately 1840 acres) including:
  - Approximately 220 acres — non-renewal notice filed 1981, effective 1991.
  - Approximately 268 acres — non-renewal notice filed 1983, effective 1993.

*Soils* — Most of Planning Area A consists of Type I and Type II soils which are considered well-suited for agriculture but are almost entirely urbanized. Planning Area B consists of Type III-VIII soils which are suited for general agricultural uses, however, the area is currently undergoing urbanization.

*Wildlife Habitat* — The remaining natural habitats are concentrated in Planning Area B. There, four major types of plant/animal communities can be found:

- *Coastal Sage*: This type of plant life is found at any elevation on dry slopes rich in sandy loam minerals, and favors adequate moisture in the winter and dry arid summers. Plants include sagebrush, black and white sage, prickly pear and grasses which provide cover for a variety of mammals (i.e., rodents, rabbits, skunks, and coyotes). Deer and/or bobcat may be present. Birds and reptiles are abundant as it provides an ideal nesting area.
- *Grassland*: Found below 1500 feet on flatlands/gentle slopes rich in claybearing soil. Plants are mainly bunch grasses. Wildlife is scarce except for some rodents, rabbits, skunks, birds, reptiles, and an occasional deer or coyote in the neighboring shrubs.
- *Oak Woodland*: Found on north facing slopes where moisture is more abundant. Plants include low-to-medium tall, open forest live oaks, California bay and grasses which together provide good shelter for an abundant variety of wildlife including birds-of-prey, other birds, deer, large cats, rodents, skunks, and reptiles.
- *Riparian Woodland*: Found by permanent seeps, springs, or streams. Commonly found trees are white alder, cottonwood, willow, and sycamore. Other plants include oaks, pine and grasses. Amphibians, reptiles, birds, and mammals are found throughout. This water-related habitat is perhaps the most diverse and most important.
- *Special Plants and Animals*: Of special interest are a stand of Tecate Cypress . . . the northerly most of the remaining stands of these trees in

the United States, and Canyon area birds-of-prey (raptors) such as owls, hawks, and kites which, though highly territorial (usually within an oak or reparian woodland) have adapted successfully to some urbanization of their habitat.

## OPEN SPACE ELEMENT

The purpose of the Open Space Element is to specify those spaces, or areas, whether land or water, which should remain open for 1) the preservation of natural resources; 2) the managed production of resources including food and fibre; 3) outdoor recreation and the enjoyment of scenic beauty; and, 4) the public's health, safety and welfare.

### Introduction:

Open space lands, as necessary and desirable parts of a well-balanced community, serve a variety of environmental, recreational and public safety needs. The Environmental Resource and Management Section describes the general type and location of significant open space lands in Anaheim and its planning area. The General Plan Land Use Map also shows designated general open space areas.

### Authority:

Government Code Section 65302(e) requires the City to have an Open Space Element as provided in Article 10.5 (commencing with Section 65560) of the Government Code for the comprehensive and long range preservation and conservation of open space land within the City as follows:

Government Code Section 65302(e): An open-space element as provided in Article 10.5 (commencing with Section 65560) of this chapter.

Government Code Section 65560: (a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.



*Hill and Canyon Area*



*Oak Canyon Nature Center*

(b) "Open-space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

Government Code Section 65563: On or before December 31, 1973, every city and county shall prepare, adopt and submit to the Secretary of the Resources Agency a local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction. Every city and county shall by August 31, 1972, prepare, adopt and submit to the Secretary of the Resources Agency, an interim open-space plan, which shall be in effect until December 31, 1973, containing, but not limited to, the following:

(a) The officially adopted goals and policies which will guide the preparation and implementation of the open-space plan; and

(b) A program for orderly completion and adoption of the open-space plan by December 31, 1973, including a description of the methods by which open-space resources will be inventoried and conservation measures determined.

Government Code Section 65564: Every local open-space plan shall contain an action program consisting of specific programs which the legislative body intends to pursue in implementing its open-space plan.

Government Code Section 65561: The Legislature finds and declares as follows:

(a) That the preservation of open-space land, as defined in this article, is necessary not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources.

(b) That discouraging premature and unnecessary conversion of open-space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage noncontiguous development patterns which unnecessarily increase the costs of community services to community residents.

(c) That the anticipated increase in the population of the state demands that cities, counties, and the state at the earliest possible date make definite plans for the preservation of valuable open-space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules and regulations as authorized by this chapter or by other appropriate methods.

(d) That in order to assure that the interests of all its people are met in the orderly growth and development of the state and the preservation and conservation of its resources, it is necessary to provide for the development by the state, regional agencies, counties and cities, including charter cities, of statewide coordinated plans for the conservation and preservation of open-space lands.

(e) That for these reasons this article is necessary for the promotion of the general welfare and for the protection of the public interest in open-space land.

**Government Code Section 65562:** It is the intent of the Legislature in enacting this article:

(a) To assure that cities and counties recognize that open-space land is a limited and valuable resource which must be conserved wherever possible.

(b) To assure that every city and county will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program.

**Government Code Section 65566:** Any action by a county or city by which open-space land or any interest therein is acquired or disposed of or its use restricted or regulated, whether or not pursuant to this part, must be consistent with the local open-space plan.

**Government Code Section 65567:** No building permit may be issued, no subdivision map approved, and no open-space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the local open-space plan.

#### Present Status:

**Water Related Open Spaces** — In Planning Area B, the hills are a watershed from which storm waters flow down canyons into the Santa Ana River flood channels and retarding and groundwater recharge basins. In addition to this natural system, there are several water reservoirs and well sites. Two major reservoirs are located in the Hill and Canyon Area which include the Olive Hills and Walnut Canyon Reservoirs.

**Natural Resources** — The various natural resources that were discussed in the Conservation Element can also be seen as open space areas if they remain in a state of availability. These resources include oil, sand and gravel or mineral resource zones, and other related extractive uses.

**Parks and Recreational Areas** — Throughout the City, there is a well-balanced distribution of neighborhood and community parks, often associated with public schools. There also exist special recreational areas which presently include two golf courses, reservoir sites and a nature center as shown on the Parks and Commercial Recreation Map on the following page. To be included in this list of recreational areas are facilities under the control of the County of Orange. These include two regional parks and two fishing facilities. A more detailed discussion of park and recreational areas, needs, and concerns follows in the Recreation Element.

**Scenic Vistas** — Public and private open space can protect and enhance natural and manmade views and can also shape and give special character to neighborhoods and communities. Urban design and provisions for open spaces will protect and enhance the City's scenic vistas.

**Other Types and Uses** — Certain areas are general planned for open space (or very limited uses) because of physical constraints such as floodways, topography, geology, manmade hazards or because they have special historic or scientific value. Other areas include easements underneath overhead high-powered electrical transmission lines which may also serve as a system of trails and linkages.

## Areas and Plans of Regional Significance:

*The Santa Ana River-Santiago Creek Greenbelt Plan:* This plan was developed by a County/Cities Joint Power Commission in 1973. The plan identified a number of open space and recreational opportunities — some opportunities have subsequently been lost, others have been implemented and some are yet to be addressed.

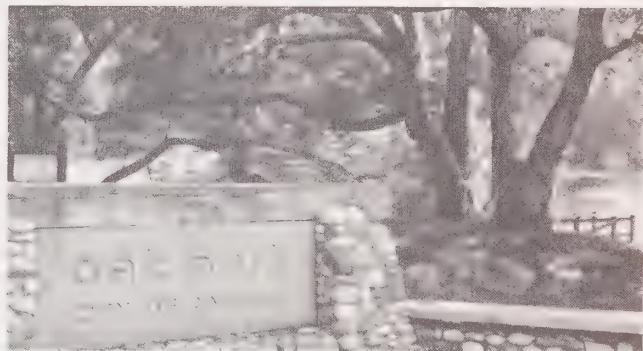
*Weir Canyon Park-Road Study* — This study covers a five square mile area of Weir Canyon, generally from the Riverside Freeway to Irvine Regional Park. The Plan would provide for the integration of a regional park, habitat protection and scenic vistas with a major transportation corridor.

*Cleveland National Forest* — This national forest consists of 566,872 acres of which 67,345 acres exist in Orange County located adjacent to Anaheim's planning area.

## Action Plan:

The City shall implement the Open Space Element in the following manner:

- Continue to require compliance with the Open Space Ordinance;
- Continue dedication of land or payment of park in-lieu fees in conjunction with subdivision approvals;
- Continue to require compliance with site development standards such as setbacks for discretionary approvals; and,
- Continue to preserve open space for public safety purposes through the required compliance with the City's adopted Flood Plain Overlay Zone, Open Space Zone and required building setback areas as set forth in the City Building and Zoning Codes.



*Oak Canyon Nature Center Tour*

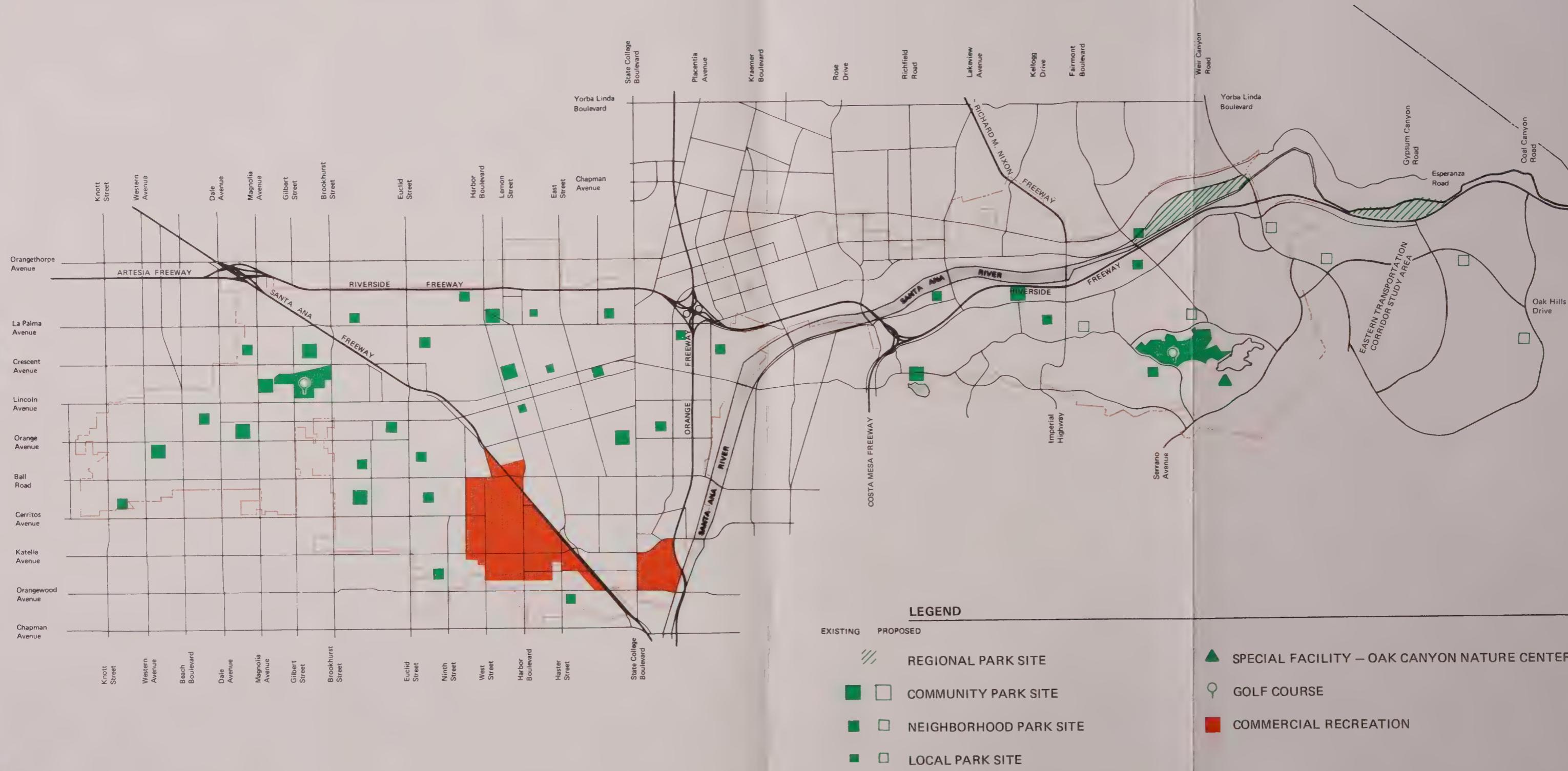


*Pearson Park Amphitheater*



# Anaheim General Plan

## PARKS AND COMMERCIAL RECREATION





## RECREATION ELEMENT

The Recreation Element is an expression of the Community's objectives, needs and priorities for recreational and leisure time, facilities and programs. It is a tool for planning the type and location of new park and recreational facilities with respect to the population to be served and other public facilities, such as schools and libraries. It further serves as a recreational guide for private as well as public facilities and programs.

### Authority:

The scope and intent of the Recreation Element can be found under Government Code Section 65560(b)(3) relating to open spaces for outdoor recreation as follows:

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and, areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

This Element shall also constitute the designation of open space for outdoor recreation as required pursuant to Government Code Section 65560(b)(3).

### Introduction:

Anaheim's Park, Recreation and Community Services Department is responsible for the design and maintenance of all City park facilities and for the development and supervision of a wide variety of recreational, cultural and social service programs. These services and programs are under the guidance of the Parks & Recreation Commission, Community Services Board, the Senior Citizen's Commission and the Youth Commission.

The City also works closely with School Districts to allow for joint planning and usage of facilities. Anaheim has adopted a park standard of 2 park



*Santa Ana River Lakes*



*Riding and Hiking Trail*



*Anaheim Hills Golf Course*

acres for every 1000 persons, supplemented by a variety of special facilities. In addition to these facilities, there are numerous private or commercial-recreational facilities in Anaheim and its environs.

#### Present Status:

*Public Parkland* — Anaheim presently has approximately 851 acres of recreational and park land as shown on the Parks and Schools Map on the following page. More than half of this acreage (465 acres) is developed parkland distributed among twenty neighborhood parks, nine community parks and special facilities such as the Oak Canyon Nature Center. Currently, the City provides 2.03 acres of developed parkland per 1000 residents. Of the remaining 386 acres, approximately 45 acres is undeveloped parkland and 341 acres are devoted to the City's two golf courses.

Neighborhood parks are designed to provide recreational opportunities for residents within a service radius of about one half mile and are typically located adjacent to school property. These parks range in size from five to fifteen acres and contain basic facilities which include picnic/barbecue areas, children's play areas, ballfields, paved areas for court games, restrooms and off-street parking.

Community parks serve several neighborhoods and are generally larger and contain a greater variety of facilities than neighborhood parks. Having a service radius of up to two miles, community parks range in size from fifteen to twenty-seven acres. Community parks may contain lighted ballfields, swimming pools, multi-purpose community buildings, tennis courts and other special facilities such as nature and exercise trails, in addition to the basic facilities provided in neighborhood parks.

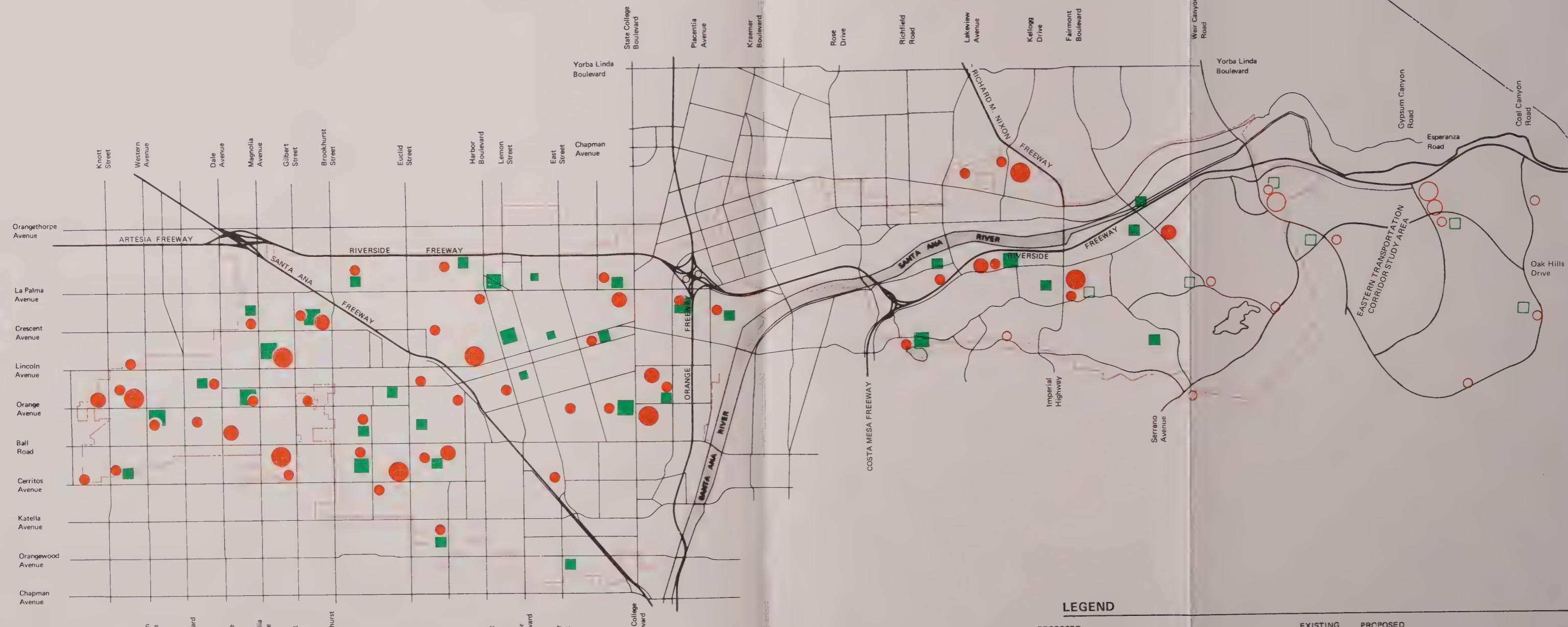
#### PARK ACREAGE

	Acres Developed	Acres Undeveloped	Total
Neighborhood Parks	198	29	227
Community Parks	188	10	198
Mini Parks	2		2
Special Facilities			
Oak Canyon Nature Center	58		58
North La Palma Parking Lot	6		6
Yorba Ballfields	13	6	13
		Total Park Acreage	510
Golf Courses			341
			851

465 acres/229,000 pop. = 2.03 acres/1000

# Anaheim General Plan

## PARKS AND SCHOOLS



### LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
●	○	■	□
ELEMENTARY SCHOOL SITE	LOCAL PARK SITE	JUNIOR HIGH SCHOOL SITE	NEIGHBORHOOD PARK SITE
●	○	■	□
HIGH SCHOOL SITE	COMMUNITY PARK SITE		



## RIDING AND HIKING TRAILS ELEMENT

In addition to the system of parks, the City is in the early stage of implementing a system of bicycle and equestrian/hiking trails as shown on the Trails Element Map on the following page. The purpose of this trail system is to provide bicyclists, equestrians and pedestrians the opportunity to travel and recreate safely within the City, while enhancing access to and linkage between park and recreation facilities.

Equestrian trails are located primarily in the Hill and Canyon Area serving the approximately 800 equestrians in the area, while bicycle trails are located throughout the City. Linkage with County/Regional trails, such as the Santa Ana River Trail, is required in the City's trails system. Approximately 24 miles of City equestrian trails and 34 miles of County/Regional trails are planned within the City. Currently, approximately 12 miles (2.5 miles-City trails) are improved (graded; sometimes fenced and surfaced) and another 10 approximate miles have been dedicated for future development.

Total bicycle trail mileage is undetermined; however, the Carbon Creek bicycle path has been developed for a distance of approximately one-half mile and when completed will be approximately 4 miles in length.

*Private Recreational Facilities* — Commercially-oriented private recreational facilities and areas also provide for the recreational and leisure pursuits of the City's residents and visitors. The City of Anaheim is uniquely bestowed with a number of nationally and internationally-known tourist-oriented recreational centers. In particular, these include Disneyland, Anaheim Stadium, and the Anaheim Convention Center. All three facilities are located within the City's Commercial Recreation Area. Although these facilities provide recreation in the form of entertainment, they do provide a beneficial form of leisure activity.

Other forms of commercially-oriented recreational facilities include miniature golf courses, skating rinks, waterslides, campgrounds, and tennis facilities.



*Equestrian Trail*



### Future Outlook:

Current trends and assumptions will have a significant impact on the management and utilization of our environmental resources in the coming years. In order to effectively plan for these impacts, the City must recognize the interrelationships which exist among the City's natural or manmade resources, open spaces and recreational areas.

### Conservation:

*Sand and Gravel* — The State Mines and Geology Board, through the Surface Mining and Reclamation Act of 1975, has implemented a program whereby areas designated by the Board to be mineral resource zones of statewide significance are to be conserved when and where possible. Cities are to establish policies and programs for the effective management of land uses in and around designated zones. A few of the designated areas are currently proposed for other use. Mining operations may be considered incompatible with existing land uses due to their size and location.

*Agricultural Areas and Preserves* — Due to the increasing pressures of urbanization, more and more agricultural land is being converted to other uses. This conversion results not only in the loss of food producing areas but valuable open space as well.

### Open Space:

Increasing emphasis will be placed on dual or multiple-purpose open space uses when and wherever they can be successfully implemented. A primary example is the joint use of existing water-related facilities such as water resource areas which are used for recreational purposes as well.

### Recreation:

*Parks* — In Planning Area B, additional neighborhood parks will be acquired as growth occurs. While park sites in this area exceed the City's standard of 2 acres/1000 population, large, flat areas suitable for a wide variety of recreation use are scarce. The recent development of Yorba Park and successful negotiations for a minimum of 5 acres of flat land in the Bauer Ranch Development has helped alleviate this shortage. Future agreements for joint use of Orange Unified School District facilities are being explored as well.

*Revenue Sources* — Park acquisition/development is largely funded by developers' in-lieu fees, grant money allocated by the State and some revenue-sharing, all of which may be adversely impacted by changing economic conditions or political decisions. Creative methods of generating revenue, such as City-operated commercial recreation facilities and the use of non-profit foundations may be considered in the future to offset revenue loss from other sources.

*Other Factors* — School closures will adversely impact recreational facilities and programs provided by the City, particularly as the recreational value of school sites will be lost if developed for other uses. Further, an aging population will require a greater emphasis on adult recreation (such as jogging, tennis, softball/basketball leagues, etc.) and seniors activities, and a lesser emphasis on activities for young children and adolescents.

## Anaheim General Plan

## TRAILS ELEMENT





### Goals and Policies:

The purpose of the consolidation of the Conservation, Open Space, Recreation and Riding and Hiking Trails Elements is to demonstrate the similarities and interrelationships which exist among them, avoid repetition and eliminate inconsistencies. Further, the Environmental Resource and Management Section will present goals and policies which support and enhance these similarities and interrelationships.

Policies: Encourage compatible multiple uses of open space land such as locating recreation trails within powerline easements and use of water basins and flood control facilities for recreational purposes.

Evaluate open spaces for scenic, aesthetic and unique natural features and encourage the protection and preservation of those deemed usable for outdoor recreational purposes.

Goal: Insure the efficient utilization and conservation of the City's natural and man-made resources to provide for the health, safety, and economic welfare of the citizens.

Goal: Provide a full range of Parks and recreational facilities and programs which are accessible to all residents.

Policies: Encourage the retention of agricultural lands, especially those in agricultural preserves, for its food and fibre and as valuable open space where economically feasible.

Policies: Continue to develop a City-wide parks and recreation system consisting of neighborhood and community parks, community centers, and special facilities such as interpretative nature parks and bicycle and equestrian/hiking trails.

Discourage the premature development of significant mineral resource zones (MRZ-2) when and where possible and insure proper and efficient reclamation of mined land.

Locate neighborhood parks within walking distance of any home and in such a way that users need not cross arterial streets to access the park.

Insure the proper management and utilization of the City's water-related uses and floodplains through continued interface and cooperation with the various water and flood control districts.

Locate parks adjacent to schools, where possible, in order to facilitate joint usage.

Protect, through development review and regulation, significant natural features, wildlife and vegetation.

Adhere to the minimum standard of 2.0 acres of local developed park land per thousand population.

Goal: Preserve an open space system which satisfies rural and urban needs and is related to the natural resources of the area.

Develop a system of trails which will allow bicyclists, equestrians and pedestrians to travel and recreate safely within the City while providing access to and linkage between park and recreation facilities.

Give priority to provisions for the handicapped and senior citizens where such needs exist.

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Assist and participate with other governmental agencies toward achieving local, regional and Statewide park, recreation and open space goals and plans and coordinate these plans wherever physically and economically possible.

Enhance the value of the City's Commercial Recreation Area and privately-operated recreational facilities as a viable and valuable asset to the City's growing recreational and leisure needs.

# SAFETY & SEISMIC SAFETY ELEMENT 97

## SAFETY AND SEISMIC SAFETY ELEMENT

### Introduction:

The City of Anaheim recognizes that there is no such thing as a perfectly hazard-free environment. Natural and manmade hazards of some kind and degree are always present.

This Element proposes to identify major potential hazards and City resources or procedures by which to prevent or respond to disasters. Areas of potential hazards to be included are:

- Fire Hazards
- Geologic and Seismic Hazards
- Flood Hazards
- Disasters

The major intent of this Element is to identify and appraise the aforesaid hazards in order to reduce the risk of potential hazards to the public. By identifying the risk associated with any existing or proposed development, and comparing it with the risk of alternative plans and programs, planning decisions can be made that enhance the safety of the entire City. The reduction in the risk to life, property, and society is the ultimate achievement of this Element.



1982 – Destruction of 400 Dwelling Units

### Authority:

The Government Code Section 65302(i) mandates local governments to adopt a safety element as follows:

Government Code Section 65302(i): A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazards.

The Government Code Section 65302(f) also requires as an Element of the General Plan the adoption of a Seismic Safety Element as follows:

Government Code Section 65302(f): A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to effects of seismically induced waves such as tsunamis and seiches.

The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves.

To the extent that a county's seismic safety element is sufficiently detailed containing appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's seismic safety element that pertains to the city planning areas within the county's jurisdiction, in satisfaction of this subdivision.

In adopting a county seismic safety element, a city shall follow all requirements regarding the content and adoption of general plan elements as set forth in this article and Article 6 (commencing with Section 65350) of this chapter.

Each county and city shall submit to the Division of Mines and Geology of the Department of Conservation one copy of the seismic safety element and any technical studies used for developing the seismic safety element.

Because of the interrelationships between the Safety and Seismic Safety Elements, they have been combined and addressed jointly in this Element as is permissible pursuant to Section 65302 of the Government Code.

### Fire Hazards

#### Present Status:

The City of Anaheim embraces both a highly urbanized flat land area and a rapidly developing hill and canyon area. Therefore, the potential range of fire and safety hazards is considerable.

In order to plan for fire service needs and demands, the Fire Department has created fire flows (water pressure needs) based on standards established by the Insurance Service Office. These standards are based on population density, building types and heights, fire hazards, response time and distance factors.

One example of a major potential fire hazard is the Hill and Canyon Area, especially in the presence of Santa Ana wind conditions. Santa Ana wind velocities may exceed 65 MPH, are usually accompanied by very high humidity, high temperatures, and create an extremely hazardous situation. Most communities in Orange County have adopted special fire hazard regulations for development in hillside and canyon areas because fires frequently occur in these brush-covered areas. The County, as a whole, has a history of fires that cause structural damage, many of which occur during Santa Ana wind conditions.

Recent occurrences of fire destruction demonstrate that Santa Ana wind conditions are not only a problem in the dry-brush hillsides of Planning Area B, but in the flat-land areas of Planning Area A as well. Anaheim suffered its worst fire disaster in April 1982 when a major conflagration occurred resulting in the damage and/or destruction of over 400 dwelling units and two commercial structures in a 4-block area affecting approximately 1500 persons.

Prior to the adoption of the 1979 edition of the Uniform Building Code, the City was divided into four fire zones. These zones, or the area within the zones, were based on the age of the structures, the density or intensity of the land use, and/or its value. Since then, all fire zone designations have been eliminated except for Zone 4.

Zone 4, brush fire area, was specifically created for the Hill and Canyon Area. Fire preventive measures required by the City include the use of fire retardment construction material and landscaping; and, slope maintenance and brush clearance.

#### Future Outlook:

#### Planning Area A

Present fire station facilities are minimally adequate to serve existing development; however, future land use patterns may warrant the possible relocation of some stations.

The Fire Department projects that due to current development patterns, the following facilities will be needed to maintain adequate levels of fire protection:

- That a fire station be constructed in the general area of Katella Avenue and Douglas Street. This location would better serve the high-value properties and projected high-rise complexes around the Anaheim Stadium configuration; and,
- That Fire Station No. 3 be relocated to the general area of Harbor Boulevard and Convention Way. This site would better serve the high-value/high life loss potential of high-rise hotels and motels in the Convention Center and Disneyland Area.

Programs are in progress and systems are being established to upgrade and/or replace older water service facilities in the Downtown Area, and as development/redevelopment occurs citywide.

#### Planning Area B

The Insurance Service Office has developed standards for determining the number of fire units needed within an urban area. These standards indicate that fire stations be located within one and one-half miles of high-value areas such as the proposed regional shopping center and high-density apartments. In hillside areas, no residential neighborhood should be more than two miles from a

station; however, for areas having a residential density of more than four dwelling units per acre, the response distance should be reduced to one and one-half miles.

The Plan indicates a need for three stations to serve anticipated development within Planning Area B. A fourth fire station should be considered as the projected development patterns continue eastward toward the Riverside County boundary. Fire Station locations are general rather than specific; however, they are based upon the standards discussed previously. Topography is an important consideration when selecting fire station sites in hillside areas. Response time can be reduced by locating stations along or near the crest of hills, thereby reducing the amount of uphill driving necessary to reach most points within the response area. Actual fire station site selection will be influenced by the future development of streets, highways, freeway interchanges, and specialized land use areas such as major shopping centers and hotel and apartment complexes.

#### Geologic and Seismic Hazards

The City of Anaheim is exposed to various geologic and seismic hazards as a result of the composition of the environment in Southern California. This section of the Safety Element evaluates certain geologic and seismic hazards and sets forth goals and policies to guide the City in evaluating these hazards.

#### Faulting:

One concern in Anaheim pertaining to geologic hazard is faulting (fracture in earth's surface accompanied by slippage along the breakage). Faulting is one of the few geologic processes that is rapid and/or catastrophic. Four faults are within close proximity or in the City, which are depicted on the Seismic Safety Element Map on the following page. They are the Whittier-Elsinore, Norwalk, El Modena and Peralta Uplift Faults.

The Whittier-Elsinore Fault is one of two major fault systems in Orange County, the other being the Newport-Inglewood Fault. This Whittier-Elsinore Fault is believed to be the main spur from the larger Elsinore-Chino Fault, which follows a general line southeasterly of the Santa Ana Mountains into Mexico. The maximum credible earthquake anticipated from the Whittier-Elsinore Fault Zone is 6.6 magnitude. To place this figure in proper perspective, the San Fernando earthquake of February 9, 1971 in Los Angeles County was recorded at a 6.4 magnitude. However, the Whittier-Elsinore Fault is a high angle reverse and right slip fault. When tension is released at the earth's surface, a high angle reverse and right slip fault will release a force tossing objects, not embedded in the earth's surface, into the air.

The Peralta Uplift Fault is a potential surface rupture-type fault located along a portion of Anaheim's southeasterly boundary. It may be structurally related to the large El Modena Fault or even the Whittier-Elsinore Fault.

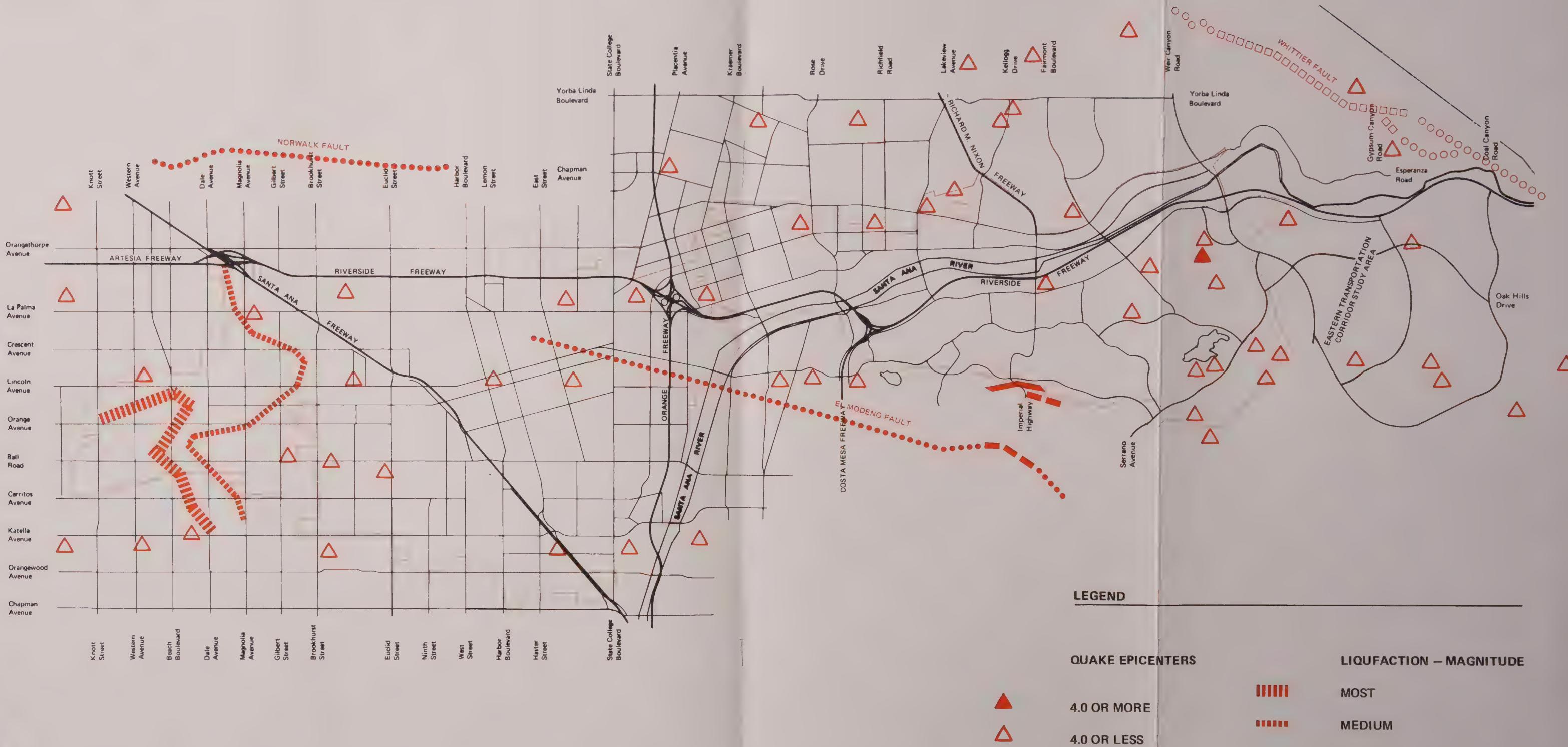
To avoid placing development in areas of previous earthquake activity and known active faults, the State adopted the Alquist-Priolo Geologic Hazard Zone Act. The Act required the State Geologist to delineate Special Study Zones to encompass all potentially hazardous active surface rupture-type faults. A portion of the Whittier-Elsinore Fault, located to the north of Planning Area B, is within the designated Special Studies Zone.

The Norwalk Fault is a subsurface fault making its exact location difficult to determine. The fault can be characterized as a high angle reverse and right slip fault with its seismic activity currently being officially monitored by the California State University Fullerton Seismology Laboratory. To date, the seismic data recorded by the facility indicates that the Norwalk Fault is more active than the Whittier-Elsinore Fault.

The El Modena Fault is predominantly located in the City of Orange and appears to be a strike-slip fault. A strike-slip fault is unique in that the movement is primarily in a horizontal direction. Hence no scarp (cliff-like features) results, or a very low one at most.

## Anaheim General Plan

### SEISMIC SAFETY ELEMENT





### Other Geologic Hazards:

Landsliding results from the movement of slope-forming earth or rock materials downward under the influence of gravity. This may take the form of a flow, slide, fall, or combination of the three. Many factors affect the severity of a landslide, such as local bedrock and soil conditions, moisture content, vegetation and slope.

Erosion is a process by which earth or rock materials are loosened or dissolved and moved from place to place by the action of water or wind. In Anaheim, hillside erosion is the most common form.

Liquefaction is a process by which water-saturated soil loses coherence and strength when shaken. Structures which are located on soil subject to liquefaction may suffer extensive damage during earthquakes because of the instability of the foundation.

### Flood Hazard:

The potential of flooding is a safety concern in Anaheim. Since Anaheim is partially located in a coastal alluvial plain, drainage stemming from the mountains to the north and east must cross Anaheim to reach the coast. In crossing Anaheim, channels exist for controlling and directing the flow of the water. The major restraint for runoff is the Santa Ana River which extends through the Santa Ana Canyon and along the southeasterly boundary of the City. This river is the largest single river in Southern California, draining an extensive area of about 2,500 square miles (further discussion of the Santa Ana River and its floodplains is located in the Conservation Element).

Control along the Santa Ana River is exerted primarily by Prado Dam which is located at the easternly mouth of the Santa Ana Canyon near the City of Corona. This dam was completed by the United States Army Corps of Engineers in 1941 at a height of 106 feet and has an uncontrolled spillway at the peak. The dam was constructed after the 1938 flood which devastated central Orange County including the loss of 45 lives. Prado Dam is currently undergoing study for a renovation program

to increase the capacity of the Dam with completion anticipated no sooner than 1998.

Certain areas adjacent to the Santa Ana River are subject to flooding in the event of what is termed a 100-year flood. Usually, the estimated peak flow of such a flood is developed from statistical analysis of streamflow, precipitation records and the runoff basin. The Flood Areas Map on the following page reflects flood potential areas in the City as developed by the Federal Insurance Administration of the Department of Housing and Urban Development.

### Disasters

Disasters can strike at any time and take many forms. These forms may range from fires to nuclear exposure and involve the loss of both life and property. While disasters cannot be predicted, cities can take steps to be prepared for such emergencies.

Since April of 1973, the City of Anaheim has had a disaster plan that complies with State law and interfaces with other cities and counties within Southern California. This plan outlines the operations that shall be taken in the event of a disaster. It also allows for coordination with other agencies in the event Anaheim is affected by the secondary effects of a disaster elsewhere.

The Disaster Plan establishes a warning system, emergency communication system, emergency broadcast system (EBS), emergency operation center (EOC) and shelter system. It is the purpose of the Anaheim Disaster Plan to:

- Provide a basis for the conduct and coordination of operations and the management of critical resources during emergencies;
- Establish a mutual understanding of the authority, responsibilities, functions and operations of civil government during emergencies; and,
- Provide a basis for incorporation into the City emergency organization, non-governmental agencies and organizations having resources necessary to meet foreseeable emergency requirements.

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*Emergency Response* — The City of Anaheim, through its Emergency Plan, designates the appropriate City department to be the lead or Incident Commander in particular types of emergency situations. The Incident Commander for each particular type of disaster has been selected due to their expertise and normal duty assignment. The following is a list of the particular types of disasters or incidents and their corresponding Incident Commander.

<u>INCIDENT</u>	<u>INCIDENT COMMANDER</u>
STATE OF WAR EMERGENCY	Police Department
NATURAL	
Earthquake	Fire Department
Fire	Fire Department
Flood	Fire Department
Storm (Wind, Rain)	Fire Department
Drought	Utilities Department
MAN-MADE	
Major Accident	Fire Department
Civil Disturbance	Police Department
Industrial Accident (Haz Mat)	Fire Department
Explosions	Fire Department
Radiological Incidents	Fire Department
Gas/Oil Pipeline Incidents	Fire Department
ENVIRONMENTAL	
Air Pollution	Planning Department
Water Pollution	Utilities Department

# Anaheim General Plan

## FLOOD AREA





*Evacuation Routes* – For purposes of evacuating persons and property, the Emergency Facilities Evacuation Routes and Hazardous Areas Map has been developed and follows on the next page. The primary purpose of this map is to show the location of hospitals and fire stations in relation to streets.

Since streets are the major unobstructed open areas providing connections between different sectors, they also become the primary point around which any evacuation or emergency transportation network will operate. Depending on the type of disaster, these highways will become the basis of movement.

Street widths in Anaheim are designed in accordance with the General Plan Circulation Element standards.

These widths vary depending on individual circumstances from collector streets (64 feet of right-of-way) to Scenic Expressway (148 feet of right-of-way) but can be utilized in planning for disasters.

In the Hill and Canyon Area, the method of evacuation and route may vary depending on the nature of the disaster. The usage of areas not dedicated nor improved for streets might become necessary and the possibility of moving persons on foot is not unlikely.

Contemporary innovation might play a major role in the evacuation of persons, including air transport, helicopter movement and organized mobile convoys.

#### Goals and Policies:

**Primary Goal:** To provide for the preservation of life and property by ensuring the most effective and economical use of all resources.

The following goals and policies are established to support the primary goals of the Safety and Seismic Safety Element.

#### Fire Prevention

**Goal:** Ensure adequate fire prevention facilities by providing a uniform network of fire stations at strategic locations to efficiently and economically serve all areas of the community.

**Policy:** Locate fire stations near major street intersections and freeway accesses for optimum accessibility to physical development with the least amount of disturbance to adjacent land uses.

**Goal:** Ensure the availability of adequate supplies of water and water pressure for sufficient fire flows.

**Policies:** Upgrade all water facilities as needed.

Evaluate development proposals to ensure adequate water supply.

**Goal:** Provide for fire prevention through City Codes and Ordinances, adequate programs and public information.

**Policies:** Continue to provide adequate slope maintenance program in the Hill and Canyon Area.

Maintain a weed abatement program to ensure clearing of dry brush areas.

#### Geologic Hazards:

**Goal:** Minimize the risk to life and property through the identification of hazardous areas, establishment of proper design criteria, and provision for public information.

**Policies:** Map existing faults, slide areas, and other geologically unstable conditions, and analyze existing earth and geologic data.

Mitigate potential disaster through land use and development standards.

Support programs to investigate and understand geologic hazards.

#### Flood Hazard:

**Goal:** Minimize the risk to life and property through identification of flood hazard areas.

**Policies:** Review and evaluate all development proposals located in areas which are subject to flooding.

Continue participation in the National Flood Insurance Program.

Comply with the Cobey-Alquist Floodplain Management Act requirements for floodplain management regulations.

Continue to work with the Orange County Flood Control District and the United States Army Corps of Engineers in flood control measures and information.



*Flood of 1938*

#### Disasters:

**Goal:** Minimize the risk to life and property through disaster preparedness and public awareness.

**Policies:** Make available both the Safety and Seismic Safety Element and Disaster Plan to employers and residents of Anaheim.

Coordinate with other governmental jurisdictions on disaster preparedness.

Ensure all households are provided with emergency phone numbers for police, fire, hospitals and emergency facilities and disaster preparedness information.

Provide for streets to be used as the major source of evacuation.



*1982 – Euclid Street and Ball Road*

## Anaheim General Plan

### EMERGENCY FACILITIES, EVACUATION ROUTES AND HAZARDOUS AREAS





# HOUSING ELEMENT 111

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## HOUSING ELEMENT

### Preface:

This section of the General Plan is taken entirely from the adopted "Housing Element of the General Plan," for the City of Anaheim, August 1980. This section will contain the Introduction and a portion of the Executive Summary including a brief analysis of the housing problem and goals and policies. The adopted Housing Element is incorporated into this General Plan document by reference and is included under separate cover.

### Introduction:

The aim of Anaheim's Housing Element is to identify the community's housing needs and ways to meet that need. However, Anaheim is no different than most communities in that the City can only strive to meet a part of its total housing need. The need is just too large for the community to completely satisfy, although significant progress can be made and has been made by the City. This Element serves to augment and continue the City's past record of success by meeting housing needs in the face of limited resources.

The Housing Element identifies available community resources that can help to meet the housing need and distributes those resources in the most equitable and effective manner. Through the Housing Element, the community has decided *what* it wants to do to meet the housing need and *how* to accomplish it.

### Authority:

Section 65302(c) of the Government Code requires the General Plan to contain "A housing element as provided in Article 10.6 (commencing with Section 65580)" of the Government Code.

### Purpose:

The Housing Element is that part of the General Plan which focuses on community concerns such as:

- How many poor quality housing units exist in Anaheim?
- Where are they located?
- What can be done to improve such housing?
- Are there enough sites in Anaheim to satisfy market demand and housing need?
- How many vacant residential sites exist in Anaheim?
- How many units can be built on those sites?
- Whose needs are being provided for by the existing and new housing supply?
- Does the housing supply fall short of providing all economic segments of Anaheim with decent housing?

### Executive Summary:

In addition to the Introduction and Executive Summary (Section I) and summary description of the State Housing Element Guidelines (Section II), the City of Anaheim Housing Element consists of the following parts:

- An analysis of housing problems in the form of data on community housing needs and constraints (Section III);
- A statement of housing goals, policies and priorities (Section IV);
- A housing program which describes planned actions to address unmet housing needs (Section V);
- A statement indicating how the Housing Element, as revised, is consistent with other elements of the Anaheim General Plan (Section VI);

- A statement of steps taken or to be taken to achieve the objectives of intergovernmental coordination (Section VII);
- A description of how the 1980 Housing Element will be revised and updated as need dictates (Section VIII);
- A description of the community public participation process (Appendix A); and,
- Estimates of units suitable for rehabilitation (Appendix B).

*An Analysis of the Housing Problem* — Section III of the Housing Element contains an analysis of Anaheim's housing problems. That analysis includes two factors: 1) housing needs and 2) constraints toward meeting needs.

Housing needs are defined as consisting of seven factors:

- The lack of housing *affordable* to the City's lower income households.
- The number of households who lack adequate space and privacy (i.e., *overcrowded*).
- The absence of standard housing which is measured by the number of housing units which are in need of either *rehabilitation* or *replacement*.
- The number of households who may experience *special housing needs* — such as elderly and handicapped persons.
- The number of *additional* lower income households who should have housing opportunities within the City of Anaheim (i.e., *fair-share need*).
- The number of additional households expected-to-reside in the community who can afford market-rate housing (i.e., *projected market-rate housing need*).
- The need for new housing experienced by future lower income households (i.e., *projected non-market-rate housing need*).

The analysis of housing constraints consists of two factors:

- Market constraints (i.e., housing cost trends, vacancy rates).
- Governmental constraints (i.e., land use controls, processing, fees).

Information on housing needs and constraints is summarized below:

*Affordability* — Most of the used and new for-sale housing in the City is beyond the means of *renter* lower income households. An estimated 12,000 to 13,000 lower income households expend 25 percent or more of gross income for housing payments. On a percentage basis, this number can be expressed as indicating that at least 15.5 percent to 16.9 percent of all the City's households do not now have affordable housing. Of all these households, about two-thirds are renters and the remaining one-third are owners.

*Overcrowded Households* — In 1970, an estimated 3,148 households, or 5.9 percent of all the City's households, were overcrowded (i.e., 1.01 or more persons per room). Between 1970 and 1974, overcrowding rates had declined for Orange County as a whole. This same trend of declining overcrowded rates may have occurred during the 1974-79 period in the County and in the City of Anaheim as well. If this occurred, the City probably did not have any increase in the number of overcrowded households since 1970. However, it should be noted that overcrowding at the neighborhood or block levels, which are of significance in some areas of the City, has not been analyzed.

*Rehabilitation/Replacement* — Based on the findings of several recent housing condition surveys, there are an estimated 6,440 substandard housing units in the community's inventory that are considered to be "suitable for rehabilitation." About 25 percent of the units which are suitable for rehabilitation are found in the Central City, downtown area. Moreover, about 70 percent of all such

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units are located in the four CDBG target areas (see Exhibit V-1). The majority of housing units suitable for rehabilitation needs are presented in Section III and in Appendix B.

Besides an estimate of housing units "needing rehabilitation," a Housing Element must also include an estimate of dwellings "needing replacement." With respect to units "needing replacement," the City's Housing Assistance Plan provides the most recent estimate of such dwellings. According to the Housing Assistance Plan, there are an estimated 1,041 substandard housing units which are *unsuitable* for rehabilitation. This number of dwellings represents an estimate of housing units "needing replacement."

*Special Needs* — The City's Housing Assistance Plan estimates that there are 852 lower income *large family* households in need of housing assistance. According to the 1976 Special Census, an estimated 11.2 percent ( $N=7,802$ ) of all the City's households are of *minority heritage*. In regard to elderly households, almost 7 percent of Anaheim's *population* is 65 years of age or older.

With regard to *handicapped* persons, the 1976 Special Census of Anaheim identified households with disabled persons. This information can serve as an indicator of the handicapped population. Altogether, some 3,149 such households were identified in 1976.

Special needs households also include *persons displaced* as a result of public activities. The City's Housing Assistance Plan estimates that 300 households (100 owners and 200 renters) are expected to be displaced over the three-year time span from July 1, 1979 to June 30, 1982.

*Fair Share Allocation* — The SCAG *Draft Regional Housing Element* (April 1979) contains a "fair share" need estimate for the City of Anaheim of 432 households. That estimate, it should be noted, suggests the number of *additional* lower income households who live within the region who should have housing opportunities in the Anaheim community.\*

*Market-Rate Housing Needs*\* — Between 1979 and 1985, the City is projected to have an employment induced demand for an additional 11,700 housing units. Most of this housing would be occupied by households who could afford market-rate housing.

*Nonmarket-Rate Housing Needs*\* — For projection purposes, a range of 20 percent to 35 percent is selected as a basis for estimating the nonmarket-rate *share* of total employment induced demand ( $N=11,700$ ). These percentages translate to 2,350 to 4,100 lower income households who would need *nonmarket-rate* housing because of employment opportunities generated in the Anaheim community.

*Market Constraints* — Most of the for-sale housing available in the City of Anaheim is out of the economic reach of lower income households. The rate of home price increases in the 1970's has been greater than income gains on the order of 2 to 1 and, perhaps, as high as 2.5 to 1.

Since 1972, the cost of land plus site improvements has been the single-most important factor contributing to the escalation of home prices. This trend reflects the scarcity of available, developable land in relationship to employment and population growth induced demand. Financing cost trends are also creating barriers to the continued affordability of housing. For instance, mortgage interest rates are now at high levels.

*Governmental Constraints* — The City of Anaheim has land use policies which offer a wide range of housing opportunity and choice. Processing time and fees are reasonable and pose no serious impediments to meeting housing needs. The most significant governmental constraint was in connection with Article XXXIV of the California Constitution which requires a public referendum for certain types of low income housing. An Article XXXIV local referendum was approved by Anaheim voters in June 1980, thereby making certain State and Federal programs available to the City.

\*For greater details on these topics see *Housing Element, Background Paper #1: Housing Needs and Constraints* (October 1979).

## Housing Goals, Policies and Priorities

Section 6450 of the Housing Element Guidelines state that a Housing Element must include:

A statement of the goals, policies and priorities, which together provide the framework around which the local housing plans are developed and implemented. In adopting local goals, policies and priorities, the locality expresses a commitment to act in accordance with the standards they provide.

Table I-1 of the Housing Element lists the recommended goals, policies and priorities according to the five policy areas established by the State.

### Housing and Neighborhood Preservation:

Goals: To enhance the quality of existing neighborhoods, protect environmental resources and prevent urban blight.

To preserve the quality of Anaheim's ownership and rental housing stock by maintenance, rehabilitation and replacement actions.

To preserve the quality of existing neighborhoods by the adequate provision of services and facilities and the completion of capital improvements throughout the community, where necessary.

Policies: To achieve housing and neighborhood preservation through all practical and appropriate financing tools, including local, State and Federal programs.

To achieve housing and neighborhood preservation in selected areas of the community within the time frame stipulated by the Community Development Block Grant Program and using all appropriate and available financial resources.

To encourage property owner participation and volunteer efforts in the achievement of housing and neighborhood preservation.

To limit general fund resources expended for neighborhood preservation to that already incorporated in the City's "Capital Improvements Program."

Priorities: To emphasize housing and neighborhood preservation activities within Anaheim's four CDBG Target Areas.

To complete the guidelines necessary for holding a public referendum on the question of whether the City's Housing Authority should acquire and own property for the purpose of meeting residential rehabilitation needs (already implemented by recent action of the City Council).

### Standards and Plans for Adequate Housing Sites:

Goal: To expand the land available for addressing housing needs by a variety of actions including revision to present plans and standards, such as the Land Use Element and Zoning Ordinance.

Policies: To establish methods of enhancing land availability within the framework of the City's Land Use Element, Zoning Ordinance, Housing Assistance Plan and Community Development Block Grant Program.

To continue to seek financial resources that would enable the City to acquire and then re-sell to the private sector sites which are suitable for the development of housing to address the needs of low and moderate income households.

Priorities: To place emphasis on those revisions of the Land Use Element and Zoning Ordinance which would increase the availability of land to meet the needs of Anaheim's lower and moderate income households.

To place emphasis on the acquisition of land on a scattered site basis within the City's two Neighborhood Strategy Areas (i.e., Central City and Patrick Henry) and the two Target Areas (i.e., Citron and South Anaheim). (Such lands then will be resold to the private sector for development of housing suited to the needs of lower and moderate income households).

Priorities: To place emphasis on the housing needs of "first-time" buyers by offering all feasible programs.

To place emphasis on reducing the pressures for escalating rents, especially through new construction activities.

To complete the guidelines necessary for holding a public referendum on the question of whether the City Housing Authority should own and operate new rental housing (already implemented by recent action of the City Council).

#### Adequate Provision for Housing Needs:

Goals: To continue to make adequate provision for housing needs in proportion to existing and future needs.

To continue to seek all available and appropriate financial and housing assistance resources to meet the community's housing needs.

Policies: To continue to address housing needs through rehabilitation, housing assistance and new construction, as appropriate.

To continue to expand upon the financial resources that the City may utilize for purposes of making adequate provision for all housing needs.

To consider the conversion of apartments to condominiums as presenting opportunities for creating affordable home ownership housing and as a means of regulating escalating rents if two problems can be mitigated: the displacement of renter households and the loss of rental stock.

#### Preservation of Affordable Housing:

Goals: To maintain the existing stock of affordable housing in the Anaheim community.

To establish new, affordable housing including both home ownership and rental housing units.

Policies: To preserve the affordability of housing that is aided by public financing tools.

To implement controls that assure continued affordability when the City permits the conversion of apartments to condominiums.

To assure the affordability of the existing rental housing by facilitating the construction of new apartment developments.

Priority: To place emphasis on assuring continued affordability of existing rehabilitated and newly constructed rental housing.

## Accessible Housing:

Goals: To assure fair housing opportunities for all residents of Anaheim, including families and households with children.

To provide for the housing needs of "special needs" households.

To provide housing opportunities for persons who are employed within the City of Anaheim.

Policies: To provide financial support for fair housing activities through the City's CDBG funds.

To provide financial support that would help to meet the needs of all heads of households and handicapped persons through the City's CDBG funds.

Priority: (No priorities have been established. The City will attempt to allocate resources in proportion to evident need.)

## NOISE ELEMENT

### Preface:

This section of the General Plan is taken entirely from the adopted, "Noise Element of the General Plan of the City of Anaheim," August 1978. This section contains a brief introduction, purpose, goals and policies and a noise contour map. The adopted Noise Element in its entirety is incorporated into this General Plan document by reference and is included under separate cover.

### Introduction:

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise. Noise, as it has been simply defined is "unwanted sound." It permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual.

Recognizing the increasing human and environmental impacts of noise pollution, and the impact local agency land use and circulation plans have on the community environmental quality, the California Legislature in 1972 mandated that a Noise Element be included as part of the City and County General Plans.\*

### Authority:

The California Government Code Section 65302(g) mandates that a Noise Element be included as part of City and County General Plans to adequately address the human environment impacts of noise pollution and the impacts of local land uses and circulation patterns on the community's environmental quality.

### Purpose

The purpose of the Noise Element is to serve as an official guide to the City Council; the Planning Commission; City Departments; individual citizens and businessmen; and, private organizations concerned with noise pollution within the City of Anaheim. The Element provides a reference to be used in connection with actions on various public and private development matters, as required by law. The Element includes definitions, objectives, policies, standards, criteria, programs and maps which are to be used when decisions are made affecting the noise environment within the City of Anaheim. It is utilized to establish uniformity of policy and direction within the City concerning actions to eliminate or minimize noise pollution and for decision-making on proposals which may have an impact on the City's environment.

Goals: To establish the appropriate standards and related technological base for the adoption of a Noise Control Ordinance similar to that now being enforced by the County of Orange.

To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process and the continuing enforcement of the Council's Policy concerning noise control in residential construction.

To develop strategies for abatement of excessive noise exposures involving mitigating measures in combination with re-zoning as appropriate to avoid incompatible land uses.

\*Guidelines have been prepared as a result of Senate Bill 860(A) (effective January 1, 1976) by the Office of Noise Control, State Department of Health concerning the specific requirements for a noise element which is responsive to the Code. Appendix A provides text of the pertinent section of the Code.

To protect those existing regions of the City for which noise environments are deemed acceptable and also those locations throughout the City deemed "noise sensitive."

To establish the community noise environment, in the form of noise contours for local compliance with the State mandated Noise Insulation Standards.

To encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activity, aircraft operations, home appliances, and railroad movements.

To promote increased public awareness concerning the effects of noise and provide methods by which the public may assist in reducing noise.

#### Policies:

The following provides a listing of the Noise Element Policies. These policies are stated in two broad categories as follows:

Those policies which lead to quantifiable standards and/or regulations and are within the realm of the City's direct control; and,

Those policies which are not quantifiable and/or are not subject to the control and implementation directly by the City.

#### Policies under the Control of the City:

- The City shall develop acceptable noise standards consistent with health and quality-of-life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building code amendment, and subdivision and zoning regulations.
- Criteria for location of certain "noise sensitive" land uses and related developments such as residential projects, schools, convalescent hospitals and hospitals shall be established. These developments shall be adequately designed and insulated to protect occupants from unusually loud exterior noise.
- The City shall continue to enforce the noise standards of the State of California Motor Vehicle Code and other State and Federal legislation pertaining to motor vehicle noise.
- Acoustical privacy, consistent with the Noise Insulation Standards (California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4) and all existing and future requirements outlined in the State Housing Code, shall continue to be strictly enforced for both single and multiple-family residential construction.
- Noise standards, the application of insulation and other noise control methods in new schools, hospitals and convalescent homes shall be consistent with State and Federal Regulations.
- The City shall participate in the planning activities of County and State Agencies relative to the location of new airports and the assessment of their impact on the environment of the City of Anaheim.
- The noise produced by existing industrial operations shall be regulated by enforcement of a noise ordinance.
- Regulation of noise from industrial activities through various forms of licenses, conditional use permits, and zoning regulations, to meet standards that limit the maximum permitted intrusive noise levels across commercial and residential boundaries shall be considered in all new construction.
- Standards to regulate noise from construction activities shall be expanded and enforced. Particular emphasis shall be placed on the restriction of the hours which, other than emergency, work may occur.
- Permits shall be required for the use of sound amplification equipment within public spaces, in proximity to noise sensitive areas and/or on streets and highways within the City.

# Anaheim General Plan

## NOISE ELEMENT





- Sound amplification equipment shall not be used within public spaces, in proximity to noise sensitive areas and/or on streets and highways within the City during the late night and early morning hours.
- The noise produced by home appliances, air conditioners and swimming pool equipment shall not be permitted to intrude upon the peace and quiet of adjacent residential spaces.
- The noise produced by power tools, lawn mowers, power edgers, etc. shall not intrude upon adjacent residential spaces during the late evening, night and early morning hours.

#### Policies – Activities Not Under City Control:

##### Streets and Freeways:

- When constructing new freeways, modifying freeway ramps or freeway access on right-of-way within the City, the City shall encourage that preference be given to methods of design which reduce noise impact on adjacent lands.
- Employment of noise mitigation measures in the design of all future streets and highways and establishment of buffers between the arterials and adjoining noise sensitive areas.
- Where appropriate, sound walls, berms and landscaping along existing and future highways and railroad right-of-ways, to beautify the landscape and reduce noise shall be required.

##### Motor Vehicles:

- The City shall recommend legislation for the reduction of the noise impact of automobiles, motorcycles, buses and trucks by lowering the level of sound these vehicles produce.
- The City shall require adequate noise suppression devices (mufflers, etc.) for all motor vehicles operated within the City.

##### Railroads:

- Encourage the operators of spur lines within the City to minimize train horn soundings at locations in proximity to noise sensitive areas.
- Encourage rail operators to limit late night and early morning train movements which cause annoyance at residential locations nearby.
- Encourage rail operators to instruct their engineers to minimize the noise of their train movements when operating in proximity to noise sensitive areas.
- Encourage rail operators to maintain their track-age as required to minimize rail movement noise.

##### Aircraft:

- Encourage County, State and Federal authorities to limit or, if possible, to eliminate commercial aircraft flyovers within the City.
- Encourage Federal authorities to place limits and/or restrictions on general aviation aircraft movements in proximity to the greater Disneyland, Convention Center and Anaheim Stadium areas.

##### Alternative Modes:

- The City shall promote a more efficient, comfortable and quieter bus service.
- The City shall encourage the development of alternative transportation modes which minimize noise within residential areas.
- The City shall monitor the proposals for a fixed rail mass-transit system and shall require noise control to be considered in the selection of transportation systems which may affect the City of Anaheim.

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Research and Legislation:

- Encourage and where appropriate require community noise surveys to be conducted as part of each community plan study, subdivision proposal and commercial or industrial development.
- Recommend Federal and State research, standardization and legislation in the areas of revised motor vehicle noise standards, freeway and highway noise design criteria, noise mitigation and land use sensitivity.
- Encourage State and Federal Agencies in the research, development, standardization and labeling of quieter home appliances, power tools, air-conditioners and swimming pool equipment.

# PHOTO CREDITS

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